Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

START OF ROLL

ROLL

261

AGENCY NAME:

ODOT

SERIES TITLE:

Construction Contracts

FIRST RECORD ON REEL:

10,112 (1985)

REDUCTION RATIO: 21X

1985 Sandy R.-Corbett Interch. 10,112
Section of the columbia Highway
(Paving, guardrail & drainage)

10,112

BW CC OSHD (RULIEN

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
Sept. 18, 1987	Larry Heil; Assistant Area Engineer		IR-84-2(18)17
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
July 26, 1986	June 24, 1987	100 %	SCD June 30, 1986
LOCATION			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SANDY RIVER - CORBETT INTERCHANGE
COLUMBIA RIVER HIGHWAY
Paving, Guardrail and Drainage

This project provided for removing the asphalt surface from portions of the outside lane in both directions, inlaying with new asphaltic concrete and overlaying the entire roadway section with 1½" of asphaltic concrete. Also the project involved a considerable amount of safety upgrading and drainage improvement.

The contract was awarded to Cascade Construction Company on August 1, 1985. Work started March 3, 1986 and was completed July 26, 1986 within the specified completion date. The final project cost underran the original authorization of $ 1,321,381 by 4%. A $26,402 bonus was paid for asphalt concrete paving. There were no contract claims or materials problems.

All physical construction and materials incorporated into this project are condidered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

LMH

NOTED
W. E. SCHWARTZ
10/7

RECEIVED
STATE HWY ENGR
OCT 1 '87
REFER TO
Fredrickson
FOR
Info | Invest | R/W | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE	
TITLE	DATE	TITLE	DATE
Assistant Area Engineer	9-29-87	District Engineer A	9-29-87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

10,112

July 24, 1987

CON 5 - #10,112

The Travelers Indemnity Co.
Surety Department
111 SW Fifth, #1600
Portland, OR 97204

On June 26, 1987, we wrote to you concerning release of final payment on Contract No. 10,112 awarded to Cascade Construction Company, Inc. for work on the Sandy River-Corbett Interchange Section of the Columbia River Highway in Multnomah County.

Final payment on this contract is $1,552.94 and the total contract amount is $1,182,557.93. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Cascade Construction Co., Inc.
Liquidating Trust
Foot of SW Abernethy
P.O. Box 4267
Portland, OR 97208

Don Reger and Company
520 SW Stark Street
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

10,112

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
10112

TO: Commission Services DATE: June 24, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10112 , On Site Work Substantially Completed July 26, 1986
All Work Completed	October 21, 1986
Project	Sandy River-Corbett Interchange
Highway	Columbia River
County	Multnomah
Type of Work	Paving, guardrail, and drainage
Contractor	Cascade Construction Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

6-26-87 - Surety letter written.

RECEIVED
JUN 25 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,112

Cascade Construction Company, Inc.

General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE 222-6421

Equal Opportunity Employer

10,112

December 24, 1986

Dept. of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Attention: Janice M. Henry, Contract Accounting Supervisor

Enclosed are Assignment of Claims by Cascade Construction Company, Inc. to Cascade Construction Company, Inc. Liquidating Trust for the amount we have pledged in lieu of retainages and I assume any other payments to be received. This is the vehicle needed to allow Cascade to liquidate yet somehow the tag-end items must be cleared. The Surety has signed and one Power of Attorney is enclosed as documentation.

Our $258,000 U. S. National Bank Time CD matures Monday, December 29. I will renew it in the same amount in the name of Cascade Construction Company, Inc. As it matures Lakeside Industries should have been assigned Contract 10,190 which will release $125,000 as I believe that they will post securities also. If this isn't clear, please call me on Monday.

Best regards,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris, President (short term)

JEM:mk

cc: Connie Angel, Asst. Manager
Safekeeping Dept.
U. S. National Bank of Oregon
P. O. Box 4412
Portland, OR 97208

cc: Bill & ca. att to
Pat [illegible]
Bruce Walker
Rick Lucas
Bill Anderson
Original
in
Surety Acctg.

RECEIVED
[illegible]
HIGHWAY ACCOUNTING

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade
Construction
Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

December 24, 1986

Connie Angel, Assistant Manager
Safekeeping Dept.
U. S. National Bank of Oregon
P. O. Box 4412
Portland, OR 97208

RE: Cascade Construction Company, Inc.

Dear Ms. Angel:

Enclosed are copies of Assignments of Claim which we have delivered to the Highway Division of the Oregon Department of Transportation which assign the current deposit safekeeping receipt No. 269086 and any replacements or substitutions thereof from Cascade Construction Company, Inc. to Jon E. Morris, Trustee under the Cascade Construction Company, Inc. Liquidating Trust.

As funds are released by the State of Oregon they should be delivered to the trustee of the liquidating trust at P. O. Box 4267, Portland OR 97208 or bank transfer.

If you have any questions, please call me.

Very truly yours,

Jon E. Morris
Trustee for The Cascade Construction
Company, Inc. Liquidating Trust

JEM:mk

Enclosure

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

ASSIGNMENT OF CLAIM

Contract No.: OSHD 10112

FOR THE CONSIDERATION OF the covenants and conditions set forth in that certain Cascade Construction Company, Inc. Liquidating Trust (the "Trust"), CASCADE CONSTRUCTION COMPANY, INC., and Oregon corporation, hereby sells, assigns and transfers the within claim for retainage in the amount of Ten Thousand Dollars ($10,000) and the deposit to secure said retainage represented by U. S. National Bank of Oregon Safekeeping Receipt No. 269086, and any replacements or substitutions for said safekeeping receipt, and interest thereon as well as any additional funds that may be allocated to said contract under said safekeeping receipt, or any replacement or substitution thereof, together with all other sums due or to become due under said Contract

to JON E. MORRIS, Trustee, under the Trust and authorize and empower said JON E. MORRIS, Trustee to act as agent for Cascade Construction Company, Inc. and in its name, place and stead, to verify said claim and to sign, receipt for and receive any warrant that may hereinafter be drawn on the Treasurer of the State of Oregon or the various counties within the State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim in interest in and to said funds. And provided further that this assignment shall not in any way jeopardize the interest of person's furnishing labor or materials in connection with the performance of the contract, or which may in any way impair the funds available for such purposes, but any assignment of funds before the completion of the job and before all claims and debts incurred in the performance of the work had been paid shall be void as against the debts or claims incurred in connection with the performance of said work.

Witness my hand this 22 day of December, 19 86

Executed in the presence of us as witnesses:

CASCADE CONSTRUCTION COMPANY, INC.

James R. Moore
Witness

By: John E. Morris
CONTRACTOR

Donna J. Benfield
Witness

The Travelers Indemnity Company
By: Dean R. Bellt
SURETY
ATTORNEY-IN-FACT

APPROVED
Chief Counsel
Oregon Department of Transportation

734-1204(1-84)

The Travelers Indemnity Company

Hartford, Connecticut

If necessary, validation of this power of attorney is available at (203) 277-7839. Collect calls will be accepted

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That THE TRAVELERS INDEMNITY COMPANY, a corporation of the State of Connecticut, does hereby make, constitute and appoint

Dean R. Petitt of Portland, Oregon

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

Any and all bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof

and to bind THE TRAVELERS INDEMNITY COMPANY thereby, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed.

This appointment is made under and by authority of the following Resolutions adopted by the Board of Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 1st day of November, 1985 which Resolutions are now in full force and effect:

VOTED That the Chairman of the Board, the President, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Corporate Secretary or any Department Secretary may appoint attorneys-in-fact or agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the power and authority given to him.

VOTED That any bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when signed by the Chairman of the Board, the President, any Executive Vice President, any Senior Vice President, any Vice President or any Second Vice President and duly attested and sealed, if a seal is required, by the Corporate Secretary or any Department Secretary or any Assistant Corporate Secretary or any Assistant Department Secretary, or shall be valid and binding upon the Company when duly executed and sealed, if a seal is required, by a duly authorized attorney-in-fact or agent, pursuant to and within the limits of the authority granted by his or her power of attorney.

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 1st day of November, 1985:

VOTED That the signature of any officer authorized by Resolutions of this Board and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

This power of attorney revokes any and all powers of attorney dated prior to November 1, 1985.

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 1st day of November 19 85.

THE TRAVELERS INDEMNITY COMPANY

THE TRAVELERS INDEMNITY COMPANY SEAL

THE TRAVELERS INDEMNITY COMPANY

By D L Bauld

Secretary, Surety

S-2242 Rev. 9-85 Printed in U.S.A.

(Over)

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

TO: THE FILES

DATE: December 24, 1986

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Cascade Construction Company Projects

I spoke with Jon Morris, Cascade Construction Company, on December 19, 1986, about the status of ODOT contracts held by Cascade. Cascade has been sold to Lakeside Industries. Jon advised me that Contract No. 10190 was being assigned in total to Lakeside and that the eight (8) remaining Cascade contracts were being assigned to Jon E. Morris Holding Company.

I advised Jon that we had a contract with Cascade Construction Company, and no one else, and that proper assignments would have to be made to accomplish what they intended to do. I also advised him that the "Assignment of Claim" form provided by the Division was not sufficient to assign the entire contract, but was o.k. for assigning proceeds (money payment) of the contract. Further, Jon was advised that the matters of insurance and bond must be covered as specified under the contract and to our satisfaction before we could agree to their proposed total contract assignments.

Jon Morris advised me that John Mosser was his attorney and was handling this matter. He further suggested that Jack Sollis contact Mr. Mosser at 224-5430 so that there was no misunderstanding as to what was required.

Attached is a listing of ODOT-Cascade contracts that have not yet been finaled.

OBJ:mk

Attach.

cc: W. E. Schwartz
Commission Services
Al Harwood
Jack Sollis
Vern Skoog
Bruce Walton
Bill Anhorn

12241m

RECEIVED
DEC 26 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

CASCADE CONSTRUCTION COMPANY
ACTIVE PROJECTS NOT ACCEPTED
AS OF DECEMBER 19, 1986

* 9887	Stafford Road-Wilsonville Interchange
* 9904	SW Jean Road-SW Madrona
*10037	Clackamas Hwy.-Clackamas Bridge
*10112	Sandy River-Corbett Interchange
*10181	Villa Road Connection to Hillsboro-Silverton Hwy.
**10190	NE 60th Ave.-NE 82nd Ave.
*10250	UPRR O'Xing-N. Vancouver Ave.
*10253	District 2A Paving Project
*10317	East Marquam Street (Portland)

* Project complete. State checking final records, and any deficiencies found in records required of the contractor must be provided, corrected or satisfied. Contractor records must be available for three years after final acceptance. Surety must remain bound. All contractor warranties must remain in full force and effect.

** Project not complete. On-site work remains to be done. Assignee must comply with <u>all</u> contract provisions.

RECEIVED
DEC 26 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

November 12, 1986

Jon E. Morris, President
Cascade Construction Company, Inc.
General Contractors
P. O. Box 4267
Portland, Oregon 97203

RE: Your Letter November 3, 1986

Dear Mr. Morris:

The Highway Division will require that all contracts listed in your letter of November 3, 1986 be assigned from Cascade Construction Company to Lakeside Industries and that such assignment be approved by the Highway Division. I would therefore suggest that you prepare the necessary assignment papers and forward them to Mr. Pat Schwartz, Assistant State Highway Engineer.

The assignments will also require the consent of the surety on each contract.

Very truly yours,

Jack L. Sollis, Attorney in Charge
Finance and Government Section

JLS:bk

cc: Fran Neavoll
Pat Schwartz

12/16 form + sent
to Dan
SOB

Cascade
Construction
Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

RECEIVED
NOV 07 1986
LEGAL

November 3, 1986

Dept. of Transportation
Transportation Building
Salem, OR 97310

Attention: George Bell, Assistant Director

Effective January 1, 1987, Lakeside Industries, P. O. Box 1379, Bellevue, Washington 98009 will purchase the construction equipment of Cascade Construction and assume all construction commitments for projects not essentially completed at that date. Cascade has the following open contracts with the Oregon Dept. of Transportation:

CONTRACT #	DESCRIPTION
9887	Stafford Road Interchange & Wilsonville Interchange
9901	N. E. Union Avenue - North Marine Drive (Portland)
9904	S. W. Jean Road - S. W. Madrona Street (Lake Oswego)
10,037	Clackamas Highway - Clackamas Bridge
10,112	Sandy River - Corbett Interchange
10,181	Villa Road Connection (Newberg)
10,190	N. E. 60th Avenue - N. E. 82nd Avenue
10,250	UPRR O'Xing - North Vancouver Avenue
10,253	District 2A Paving Projects
10,317	East Marquam Street Project

All of the projects noted are essentially complete with the exception of OSHD 10,190 which will not complete until the summer of 1987. Lakeside Industries is prepared to step into Cascade's position for this project and I must assume that your agency has some provision to accomplish the transfer. Please advise as to the transfer requirements. I will be writing all of the Project Managers for the remaining projects requesting immediate notification of any punch list items or paperwork known to be missing at this time. We will attempt to solve any open items before December 31, 1986 but in any event Lakeside will complete any remedial work required in 1987 for Cascade's account.

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Your prompt attention to my request regarding OSHD 10,190 will be appreciated for we would like to have all of the transfers in place by year-end.

Best regards,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
President

JEM:mk

cc: File

RECEIVED
NOV 7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

11/6/86
ashes Sallis
what to do
CW

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: December 19, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40237
Project No. IR-84-2(10)17
Sandy River - Corbett Interchange
Multnomah County

I request approval of a program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justification.

The preliminary engineering costs for the subject project have exceeded the survey authorization.

This final funding request reflects the unanticipated complexity of this project. Design consideration for various safety features such as guardrail and barrier modifications, and drainage improvement has effected an increase in the funding required by activity 905 (Final Design). The investigation and revision of the typical section required greater involvement than anticipated by activities 905, and 933 (Base Design) to eliminate ponding caused by the extremely flat grade in this area. Various other activities have either been increased or decreased slightly to reflect actual cost.

The preliminary engineering costs are $28,680.

Attached is an itemization of P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR-2A).

RLC:me
Attachment
cc: Wayne Schulte
Paul D. Singer
General Files

Form 734-3122

OREGON DEPARTMENT OF TRANSPORTATION — HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: August 30, 1986

PROJECT NAME (SECTION): SANDY RIVER-CORBETT INTERCHANGE

CONTRACT NO: C10112

HIGHWAY: COLUMBIA RIVER

COUNTY: MULTNOMAH

F A PROJECT NO: IR-84-2(18)17

CONTRACTOR: CASCADE CONSTRUCTION CO

KIND OF WORK: PAVING GUARD RAIL AND DRAINAGE

DATE OF AWARD: AUGUST 1, 1985

FIRST NOTIFICATION DATE: MARCH 3, 1986

ESTIMATED DATE OF COMPLETION, OR: AUG 15, 1986

SECOND NOTIFICATION DATE AND: July 26, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: Sept 2, 1986

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS 0

PERCENT CONTRACT WORK COMPLETED: 100 %

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION	$1,276,644.60
ESTIMATED PROJECT COST	$1,187,846.78
ESTIMATED PERCENT OVERRUN/UNDERRUN	7.0 %

ENGINEERING

AUTHORIZATION	$ 98,656.20
COST THIS WEEK	$ 0.00
TOTAL TO DATE	$ 129,554.00
PERCENT OF AUTHORIZATION	131 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	08/30/86	334	336.0	100	YES
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	0	4,200 TN	28,900 TN			
EST. CORRECTED QUANTITIES	0	3,468 TN	26,810 TN			
EST. PERFORMED TO DATE	0	3,468 TN	26,816 TN			
PERCENT PERFORMED TO DATE	0	100	100	0	0	0

ACTIVITIES THIS WEEK:

PROJECT COMPLETE

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Office crew working on semi-final.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Stop Work Order rescinded as of 7-23-86. Extra work completed.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): Gary Kennen GARY KENNEN

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: August 26, 1986

In Reply Refer to File No.:

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5
10112

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-84-2(18)17

Contract 10112, Work Completed July 26, 1986

Project Sandy River-Corbett Interchange

Highway Columbia River

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date August 19, 1986

Dale E. Wilken
Division Administrator

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

RECEIVED
HWY ENGR
SEP 8 '86
REFER TO
FOR
Info | Invest | R/D | C.R. | [illegible] | [illegible] | [illegible]

L. W. RULIEN

RECEIVED
AUG 27 1986
OREGON DIVISION

734-2023 (2-85)

jc cc: OSHD (Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
AUG 27 '86

REFER TO
Fredrickson
FOR

Info | Inves | R/D | D/R | Sign | Act | File

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Multnomah	Oregon

IN COMPANY WITH
Gary Kennon and Marion Craft; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
8-19-86	T. P. Lowe, Area Engineer and James M. Klamerus, Highway Engineer Trainee	IR-84-2(18)17

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100 %	100 %

SANDY RIVER - CORBETT INTERCHANGE
COLUMBIA RIVER HIGHWAY
Paving, Guardrail and Drainage

NOTED
W. E. SCHWARTZ

This project provided for removing the asphalt surface from portions of the outside lane in both directions, inlaying with new asphaltic concrete and overlaying the entire roadway section with 1½" of asphaltic concrete. Also the project involved a considerable amount of safety upgrading and drainage improvement.

The ride on this project is judged to be very good. The project manager advised that the maze meter results averaged less than 50.

The quality of asphaltic concrete used on the project is excellent. Lot 1, which represented the 2-inch inlay and was constructed with 20% RAP had a pay factor of 1.036. Lot 2, which represented the 1½ inch overlay and was constructed of 100% virgin aggregate, had a pay factor of 1.033. All of the virgin aggregate used in this project was treated for anti-strip using the marinate lime procedure.

The project manager currently estimates the final construction costs of the project to be $1,188,000, which is a 7% underrun. It was noted that estimated engineering costs of $77,200 will underrun the authorization by 22%.

The contractor completed the work within the specified time limits in the contract and therefore no liquidated damages will be charged.

Due to the high quality of asphaltic concrete and the good ride achieved on this project, I expect this new project will be a candidate for a paving award.

It appears this project was constructed in compliance with the contract requirements and therefore acceptance is recommended.

- TPL -

Form **FHWA-1446A**
(Rev. 2-84)

10 1 2

jc c OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
DIST HWY ENGR
JUL 16 '86
REFER TO
Fredrickson
FOR

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Multnomah	Oregon

IN COMPANY WITH: Gary Kennon; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
6-25-86	T. P. Lowe, Area Engineer	IR-84-2(18)17

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	97 %	97 %

SANDY RIVER - CORBETT INTERCHANGE
COLUMBIA RIVER HIGHWAY
Paving, Guardrail and Drainage

NOTED
W. E. SCHWARTZ

All work was complete at the time of this inspection except for the adjustment of a couple of manholes and adding one slotted drain. Contract time runs out June 30, 1986 so the State will allow extra time to complete the above mentioned extra work. Traffic currently has full use of the facility. No liquidated damages are anticipated.

The project manager discussed two Price Agreements, 1) to add delineators adjacent to the guardrail (approximately $600), and 2) an overrun in the contract flagging item. I agreed with both these Price Agreements.

It currently appears that the contract costs will slightly underrun the original authorization.

The quality of asphaltic concrete constructed on this project is quite high. It was noted that Lot 1 had a bonus pay factor of 1.037 and Lot 2 a bonus pay factor of 1.033 for a grand total of $24,000 bonus.

Recently the State ran a Mays meter over this project and averaged 50 inches per mile. The State also ran the Mays meter over other projects and is currently evaluating the results. In any event the ride on this project is very good. A few isolated areas have been ground. Considering the quality of the AC construction and the ride this project should be a strong candidate for a paving award.

- TPL -

jc

cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STAT HWY ENGR
JUN -6 '86
REFER TO
Fredrickson

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon

IN COMPANY WITH

Gary Kennon and Marion Craft; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
May 28, 1986	T. P. Lowe, Area Engineer	IR-84-2(18)17

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	88 %	60 %

SANDY RIVER - CORBETT INTERCHANGE
COLUMBIA RIVER HIGHWAY
Paving, Guardrail and Drainage

NOTED
W. E. SCHWARTZ

This project provided for grinding 2 inches out of the existing AC pavement on the outside lanes in both directions and inlyaing with AC pavement and then overlaying the entire roadway section. Also, appropriate safety upgrading of barriers is included in the project.

It now appears the project will underrun the original authorization of $1,276,000 by a few percent.

The contractor has produced and placed about 15,000 tons of AC to date. The pavement inlay was constructed using a 20% RAP produced in the Cascade Plant. Pay factor on that material was 1.037. To date, Lot 2, which is the top lift produced of all virgin materials has a pay factor of 1.036. As indicated by the pay factor the quality of the asphaltic concrete construction is outstanding.

The project manager has assigned seven inspectors to control his paving operation. The contractor has been producing about 3,000 tons of AC daily. Following is a list of the State's project inspection force;

1 man performing density tests (nuclear guage),
2 street inspectors which includes setting the temporary striping,
2 AC extraction - gradation testers,
1 chief inspector coordinating the inspection operation, and
1 street materials receipt receiver (ticket taker).

During the paving operation the through traffic is restricted to one lane. At the time of this inspection the temporary construction traffic control signing was reviewed in detail and found to be adequate. The contractor was using a flagman to help slow the traffic adjacent to the paving operation and prevent conflict between AC supplier trucks arriving at the project. Traffic was required to slow down considerably, however was operating smoothly. No significant queing of traffic was noted.

If the quality of the pavement construction continues I expect this project will be a candidate for a paving award.

10/12

STATE COPY

IV

TO BE COMPLETED BY FHWA		STATE
9-14	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 9-3-85	[redacted] COUNTY [redacted] PROJECT NO. [redacted]

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-84 "Sandy River - Corbett Interchange Sec."

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-2-85	4.67
OTHER *(Specify)*		

FUNDS PRO DATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,375,301	$ 1,268,932

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Manager, Program Section
(Title)

XXX For: E.S. Hunter, P.E.

Acting State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: Dale E. Wilson

Date executed by Division Administrator SEP 3 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 21, 1985

FEDERAL AID PROJECT NO. IR-84-2(18)17

SANDY RIVER-CORBETT INTERCHANGE SECTION
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
PAVEMENT OVERLAY (Sta. "LC" 516+60 to "LC" 763+00)

Mobilization	Lump Sum	All	Lump Sum	$	36,910.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum		16,700.00
Temporary Signs	Sq. Ft.	735	9.00		6,615.00
Temporary Barricades	Each	8	55.00		440.00
Sequential Arrow Signs	Each	2	1,100.00		2,200.00
Flaggers	Hour	500	1.00		500.00
ROADWORK					
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum		10,000.00
Cold Plane Pavement Removal	Sq. Yd.	65,706	0.54		35,481.24
Trench Excavation	Cu. Yd.	177	30.00		5,310.00
Reconstructing Earth Mounds	Each	1	500.00		500.00
1"-0 Aggregate Base	Ton	4,200	9.32		39,144.00
Class "C" Asphalt Concrete Mixture	Ton	28,900	17.61		508,929.00
Asphalt Cement in Mixture	Ton	1,735	167.00		289,745.00
Hydrated Lime in Mixture	Ton	300	148.00		44,400.00
Asphalt in Tack Coat	Ton	60	308.00		18,480.00
12-inch Storm Sewer Pipe	Lin. Ft.	1,195	9.55		11,412.25
12-inch Slotted Drain Pipe	Lin. Ft.	865	37.40		32,351.00
Extra for Pipe Under Pavement	Lin. Ft.	2,060	9.30		19,158.00
Guard Rail, Type 2A	Lin. Ft.	13,200	7.75		102,300.00
Guard Rail, Type 3	Lin. Ft.	200	19.50		3,900.00
Guard Rail Anchors, Type 1	Each	7	285.00		1,995.00
Guard Rail Anchors, Type 1 Modified	Each	6	285.00		1,710.00
Rail End Pieces, Type B	Each	3	50.00		150.00
Rail End Pieces, Type C	Each	7	85.00		595.00
Bridge Connections	Each	7	200.00		1,400.00
Extra for 8' Guard Rail Posts	Each	240	25.00		6,000.00

Extra for Asphalt Approaches	Each	7	165.00	1,155.00
Adjusting Manholes	Each	2	617.00	1,234.00
Adjusting Inlets	Each	19	200.00	3,800.00
Reflectors on Median Barrier	Each	620	5.00	3,100.00
Mono-Directional Crystal Type 1 Markers, Recessed	Each	1,232	9.00	11,088.00
				$1,216,702.49

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 11,500.00
Temporary Pavement Striping	All Required	4,000.00
Roadside Seeding, Mulching & Fertilizing	All Required	1,000.00
		$ 16,500.00
	SUBTOTAL	$1,233,202.49
	Engineering	154,150.51
	SUBTOTAL	$1,387,353.00
CREDIT for Salvage Costs of Concrete Shoulder Barrier		(12,052.00)
	TOTAL	$1,375,301.00

Length of Project ---------- 4.67 miles

Cost of Pavement Overlay Per Mile $294,497.00

Federal Funds (92.22%) ----------	$1,268,302.00
State Funds ----------	106,999.00
TOTAL	$1,375,301.00

Group 011: 100%; Group 010: 0%
Contract No. 10112
Prefix: C026-1963 (P.E.)
Prefix: C10112

Appn Code: 044

CPL:DDB:pf

August 15, 1985

CON 5

#10,112

Cascade Construction Company, Inc.
the Foot of S. W. Abernethy
P. O. Box 4267
Portland, OR 97208

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 10,112 for work on the Sandy River-Corbett Interchange Section of the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: The Travelers Indemnity Company
Surety Department
707 S. W. Washington Street
Portland, OR 97205

Don Reger and Company
520 S. W. Stark Street
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Gary Kannen

Cascade Construction Company, Inc.

General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

Equal Opportunity Employer

July 26, 1985

Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

RE: Sandy River - Corbett Interchange

TO WHOM IT MAY CONCERN:

Our documentation of our intent to sign subcontracts with certain DBE and WBE firms is attached. These firms will receive the same material for their records.

Our percentages are as follows:

DBE	$147,118.00	12%
WBE	12,320.00	1%

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
President

JM:mk

cc: 5-52

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

RECEIVED
JUL 29 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

Cascade
Construction
Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

July 26, 1985

Dirt & Aggregate Interchange, Inc.
20905 N. E. Sandy Blvd.
Troutdale, OR 97060

RE: Sandy River - Corbett Interchange

If awarded this project we will issue our usual subcontract to you for the following bid items and amounts:

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
1	Mobilization	L.S. Partial	5,000.00	5,000.00
7	Removal of Structures & Obstructions	L.S.	10,000.00	10,000.00
10	Reconstructing Earth Mounds	1 Each	500.00	500.00
19	Guard Rail, Type 2A	13,200 L.F.	7.75	102,300.00
20	Guard Rail, Type 3	200 L.F.	19.50	3,900.00
21	Guard Rail Anchors, Type I	7 Each	285.00	1,995.00
22	Guard Rail Anchors, Type 1 Modified	6 Each	285.00	1,710.00
23	Rail End Pieces, Type B	3 Each	50.00	150.00
24	Rail End Pieces, Type C	7 Each	85.00	595.00
25	Bridge Connections	7 Each	200.00	1,400.00
26	Extra for 8-Foot Posts	240 Each	25.00	6,000.00
			TOTAL	133,550.00

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
President

JEM:mk

cc: 5-52

RECEIVED
JUL 29 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade
Construction
Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

July 26, 1985

The Kaspac Corporation
P. O. Box 02178
Portland, OR 97202

RE: Sandy River - Corbett Interchange

If awarded this project we will issue our usual subcontract to you for the following bid items and amounts:

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
30	Reflectors on Median Barrier	620 Each	4.00	2,480.00
31	Mono-Directional Crystal Type 1 Markers Recessed	1,232 Each	9.00	11,088.00
			TOTAL	13,568.00

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
President

JEM:mk

cc: 5-52

RECEIVED
JUL 29 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade
Construction
Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

July 26, 1985

The Lady's Construction Co.
P. O. Box H
West Linn, OR 97068

RE: Sandy River - Corbett Interchange

If awarded this project we will issue our usual subcontract to you for the following bid items and amounts:

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
3	Temporary Signs	735 S.F.	8.00	5,880.00
4	Temporary Barricades	8 Each	55.00	440.00
6	Flaggers	500 Hours	12.00	6,000.00
		Total		12,320.00

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
President

JEM:mk

cc: 5-52

RECEIVED
JUL 29 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

10, 11

CON 21.2
(Incl. R/W)

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

DES 22

TO: MEMO TO THE FILES

DATE: July 9, 1985

FROM: John T. Scofield
Location Field Engineer

SUBJECT: Sandy River-Corbett Project, I-84

RECEIVED
JUL 11 1985
ROAD DESIGN SECTION

RBS 1 Qa
FDE RK
LE
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Geology
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Return To
B/U ___/___/___

I have reviewed four matters expressed by FHWA concerning the specifications for the subject project. Following are my suggested resolution of the matters:

1. Cold Planing - Paving Coordination.

   The provisions do require that areas that are cold-planed be paved back the same day.

2. Cold planing depth and/or areas not indicated on the Typical Section.

   I have requested the Specifications Unit issue an addendum. The change would indicate that there are maintenance patches which will require removal to depths greater than 2 inches in the outside lane and also in the inside lane and shoulders. This is to be done at the unit bid price per square yard.

3. Site for stockpiling the material removed by cold planing.

   The Region investigated possible sites and could not find one. Any site east of the Sandy River would require a Gorge Commission permit. We also could not identify a future need in the area.

   The site being used by Maintenance forces does not have enough room. No material source was designated for this project. It will probably come from a commercial source from the Portland area. Most of these sources would want the materials, and bid accordingly. Approximately one-third can be recycled on this project.

4. Requirement that two lanes of traffic be maintained in both directions between 3 p.m. on Fridays and midnight on Sundays.

   This requirement was based on a study of peak hour volumes by the Traffic Section. The data used for the analysis is from the permanent recorder at the Sandy River.

   The Region and Project Manager concur in this requirement.

JTS:ja

cc D. O. Christensen
Bob Pool
Ted Litchfield
C. O. Fredrickson
Ed Hardt
Gary Kennen
FHWA - Glenn Hossner

NED
KERRY N

REFERRED TO
Mann ..... Cuno ..... Henry
Dayton ..... Eriksen ..... Gettis
..... Baker ..... Anderson .....
..... King ..... Bedford ..... Leu .....
Return Discuss Do File Due .....
By FINAL DESIGN ENGINEER
Forward to J. Marks

81-125-1387

jc 7/12

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-84-2(18)17
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40237

RECEIVED
STATE HWY ENGR
JUL 9 '85

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

REFER TO Potter
FOR

Info	Inves	R/D	D/R	Design	Const	Traf

7. DATE AUTHORIZATION EFFECTIVE: July 2, 1985
8. FEDERAL ROUTE NUMBER: Interstate 84
9. STATE ROUTE NUMBER: Primary 2

10. GENERAL LOCATION:
Sandy River - Corbett Interchange Section

11. GENERAL DESCRIPTION OF WORK
Pavement Overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)*

Anticipated items as shown in your "PS&E" Estimate dated 7-1-85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 7-1-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of 1,591,718; Federal Funds $1,467,882.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing striping, to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/3/85	D. K. Hoover	For Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

IM 21-2
(11.4.1/11)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

June 27, 1985
IN REPLY REFER TO
HFO.6-OR

RECEIVED
STATE HWY ENGR
JUN 27 '85
REFER TO
FOR
Info | Inv | R/D | D/F | Sign | Act ✓ | File

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

D. Christensen Schwartz TAA

Dear Mr. Coulter:

Oregon Project IR-84-2(10)17
Sandy River - Corbett Interchange
Columbia River Highway
Multnomah County

We have reviewed the surfacing design proposed for this section and find it to be acceptable for the intended purpose. The service life of the pavement structure will be extended for 5-10 years and a safe, well drained surface will be restored.

It has been our observation that surface smoothness and corresponding ride quality of maintenance work in this section has been less than desirable. Perhaps a review of surface maintenance techniques as applied to high speed-high volume facilities would result in extended life at lower cost.

REFERRED TO
Mann Cuno Henry
Dayton Eriksen Gettis
Baker Anderson
King Bedford Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

Sincerely yours,

G. K. Hansen
for Dale E. Wilken
Division Administrator

cc:
OSHD (R. C. Pool, Location)
OSHD (D. R. Adams, Maint)

cc: H. Woodward

NOTED
W. E. SCHWARTZ

RECEIVED
JUL 1 1985
ROAD DESIGN SECTION
BPC
CA
Copy All
Return To
B/U

N D
KERRY N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

June 26, 1985
IN REPLY REFER TO

HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IR-84-2(10)17
Sandy River - Corbett Interchange
Columbia River Highway
Multnomah County

This will confirm our prior verbal concurrence in your proposal to salvage 2,700 feet of concrete shoulder barrier as outlined in Mr. Kuehn's June 21, 1985 letter. We understand the project will be credited approximately $12,000 to cover the cost of transporting the material to State maintenance storage.

Sincerely yours,

G. K. Hoosier for
Dale E. Wilken
Division Administrator

cc:
OSHD (R.A. Kuehn, Design)

RECEIVED
STATE HWY ENGR
JUN 27 '85
REFER TO
Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: June 21, 1985

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Bob Pool ORIGINAL SIGNED BY JOHN T. SCOFIELD
Location Engineer

SUBJECT: Sandy River-Corbett Interchange
Columbia River Highway #2
Multnomah County

RECEIVED
STATE HWY ENGR
JUN 24 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Submitted herewith is a surfacing design for the subject section. This is an Interstate Rehabilitation project to be funded with FAI-4R money.

This project has developed rutting in the wheel tracks as well as cracking, especially in the outside lane. Eightieth percentile deflections are 0.021 inches in the eastbound lanes and 0.025 inches in the westbound lanes. These deflections indicate an adequate base, but would require asphaltic concrete overlays of 5 inches E.B. and 5.5 inches W.B. to provide a 20-year design. Overlays of these A.C. thicknesses necessitate considerations of other alternatives such as a Continuously Reinforced Portland Cement Concrete alternate. However, a C.R.P.C.C. alternate would consider only a nominal salvage value for the existing pavement for the life cycle cost analysis. The analysis would not consider the investment value which has been made (in the pavement) of this roadway section. We are proposing a surfacing design which would utilize more of the investment value.

The proposed surfacing design involves rotomilling 2 inches in the outside lane to remove the rutting and other surface defects. The 2 inches would be replaced with 2 inches of asphaltic concrete and the entire roadway surface overlayed with 1.5 inches of asphaltic concrete. This design will provide an adequate roadway surface and extend the life of the pavement five to eight years, thereby utilizing more of the investment in the base.

At the end of the useful life of this overlay, consideration of several major rehabilitation alternatives will be made.

RECEIVED
JUN 21 1985
ROAD DESIGN SECTION

RDSK ..... BPO .....
FDE ..... FDS .....
LE ..... CAD .....
SE .....
FPC .....
PDE .....
LFE .....
GTE .....
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Attachment

RCP:RTN:ge
bc Duane Christensen
Edward Hardt
John Scofield
Ron Noble

Form 734-3122

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Sandy River - Corbett Interchange
Highway: Columbia River #2
County: Multnomah
Prefix: C026-1963
Project Manager: James W. McNamee

Date June 19, 1985
Traffic Coefficient *
20 Year Average
18 kip EAL's per day 3,053
R Value 35+
Frost Penetration ---
CBE Total Requirement *

STRUCTURAL SECTION
EXISTING ROADWAY

ACTUAL THICKNESS	COMPONENT	CREDIT

OUTSIDE LANE (Width = 12')

Cold Plane 2.0 " of existing surfacing to remove rutting and other defects.

Replace with 2.0 " of new A.C. base.

FULL WIDTH

1.5" A.C. Wearing Surface and an allowance for leveling on inside lane and shoulders.

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0"	Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	2.0"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.8"	Aggregate Base
1.0"	Cement Treated Existing Roadway Material	=	1.5"	Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Region Geologist
Program Section

*This project is intended to extend the useful service life of this pavement for a period of 5 to 10 years, at which time a major rehabilitation project will be considered.

10,11c

CN 21-2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 21, 1985

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
JUN 24 '85
REFER TO
FOR
Info | Invce | R/D | D/R | Sign | Act | File

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
Salem, OR 97310

E. S

Subject: Sandy River-Corbett Intch.
Columbia River Hwy.
Multnomah County

We propose to require the contractor on this project to remove 2700 lineal feet of concrete shoulder barrier. State of Oregon maintenance forces installed this barrier to provide protection for a relocated railroad signal line when a spur line was constructed. The highway grade at this location is virtually flat and water ponds along the barrier encroaching onto the outside travel lane. Installation of drainage facilities was investigated, but proved to not be feasible. We therefore, propose to replace the concrete barrier with guard rail.

We will specify that the contractor stockpile the concrete barrier at the Cascade Locks Maintenance Station. The contract will be credited for $12,051.76 to cover the extra cost to the contractor for hauling and stockpiling the barrier in the maintenance yard. The credit to the project will be adjusted when the actual cost to haul and stockpile the concrete barrier is determined.

This proposal has been discussed and tentatively approved by Mr. Glenn Hossner of the Federal Highway Administration.

We solicit your concurrence that it is in the public interest to salvage this barrier.

D. O. Christensen, P.E.
Road Design Engineer

By
Richard A. Kuehn

Richard A. Kuehn, P.E.
Final Design Engineer

RAK:KJD:as

cc: E. S. Hunter
R. L. Schroeder
Gary Potter
Ed Hardt
T. W. Litchfield
K. Dayton

Form 734-3122

Con 21-2
Columbia
R(U)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

June 19, 1985
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

cc Kuehn 6-24 #5 RW

Dear Mr. Coulter:

Oregon Project IR-84-2(10)17
Sandy River - Corbett Intch.
Columbia River Highway
Multnomah County

We have reviewed the data presented with Mr.Kuehn's June 17, 1985 letter requesting exceptions to AASHTO geometric design criteria. Because of the physical constraints between UPRR and the Columbia River, as well as the impracticality of widening embankments, we concur in your substandard median shoulder width (2'9" travel lane-barrier) and elimination of the 2' shy distance from guardrail on the 10' outside shoulders.

Sincerely yours,

D. K. Hansen for

Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
JUN 21 '85
REFER TO
Hun Ar
FOR
Info | Invest | R/D | D/R | Sign | Ltr | File

cc:
OSHD (R. Kuehn, Rd Design)

CON 21-2
F.A.P. (II)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 18, 1985

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
JUN 18 '85
REPLY TO

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
Salem, Oregon 97301

Attention: Glenn K. Hossner

Subject: Sandy River-Corbett Intch.
Columbia River Hwy
Multnomah County

This I-4R project is from M.P. 17.75 to 22.40 for a length of 4.65 miles. The ADT on this rural section of freeway is 14,500 and the design speed is 60 MPH.

This project consists of cold planing and inlaying the 12 foot outside travel lanes both eastbound and westbound with 1½ inches of A.C. and a 2 inch overlay of the entire roadway section which varies in width from 74 feet to 80 feet. New guardrail will be installed to replace substandard sections and bridge connections. New guardrail will also be installed between M.P. 20.68 to M.P. 21.90; eastbound, to protect existing railroad utility poles and signal buildings.

One run of guardrail between M.P. 19.59 to M.P. 21.93, westbound, is presently at ten feet from the edge of the travel lane. AASHTO standards call for an E distance of 2 feet on a ten foot shoulder for a rural freeway. This section of guardrail parallels the Columbia River with 1½:1 embankment slopes into the river. Flatening the slopes or moving the guardrail are not feasible because this would require extensive fill in the Columbia River and would detrimentally impact this project. The cost would substantially exceed funds available for this project.

The inventory also identified narrow median shoulders between M.P. 19.88 to M.P. 22.40. The distance from the edge of the travel lane and the face of the concrete median barrier is 2'-9". The right of way for this section of roadway is severely restricted between the railroad right of way on the south side and the Columbia River on the north side. Widening the roadway to provide wider median lanes would require encroaching the railroad right of way, relocation of the railroad and additional fill in the Columbia River. This would involve extensive right of way and expense.

This letter is submitted as a request for exceptions to minimum design criteria as set forth in "A Policy on Geometric Design of Highways and Streets, 1984" for those items identified in this letter.

This project is presently scheduled for a July 25, 1985 contract letting.

Duane O. Christenson, P.E.
Road Design Engineer

by Richard A. Kuehn

Richard A. Kuehn, P.E.
Final Design Enigneer

RAK:KD:as

Attachment

cc: H. S. Coulter
E. S. Hunter
Gary Potter
Bob Pool
E. L. Hardt
T. W. Litchfield
K. Dayton

SC 10,112

FHWA 21-2
(rev. 12-79)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-84-2(10)17
2. STATE PROJECT NO.: See below
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
7-11-84
4. PROGRAM NO.:
5. ITEM NO.: 40237
2A. COUNTY NAME: Multnomah
6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 7-11-84
8. FEDERAL ROUTE NUMBER: Interstate 84
9. STATE ROUTE NUMBER: Primary 2
10. GENERAL LOCATION:

Sandy River - Corbett Interchange Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

TEC $21,000 - F.F. $19,458

13. REMARKS

As requested by Mr. Potter's PEA dated 6-29-84.

RECEIVED
STATE HWY ENGR
JUL 13 '84
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig. to file 7/16

14. DATE: 7-11-84
15. SIGNATURE OF APPROVING OFFICIAL: Dale E. Wilken
16. TITLE: [redacted] Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,112

1-84,

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

84-64 Multnomah Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 01481

SECTION Sandy River - Corbett Interchange

REGION Metro Region

SURVEY AUTHORITY

Aug 2.

AUTHORIZATION NO. 1

PREFIX 026-1963

DATE 5-22-84

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$	$ 10,000	915	AUDITS	$	$	933	SURFACE DESIGN	$	$ 1,000
902	CITIZEN'S INVOLVEMENT			916	PHOTO-GRAMMETRY			934	GEOLOGY		500
903	LOCAL GOVERNMENT			918	LOCATION		500	935	SOILS		200
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC		500
905	FINAL DESIGN		3,000	920	PROGRAM MANAGEMENT		200	937	HYDRAULICS		
906	BRIDGE DESIGN			921	SPECIFICA-TIONS		2,500	938	REGION ENVIRONMENT		
907	PRELIMINARY DESIGN			922	ADMIN SERVICES		200	949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION			923	ENVIRONMENTAL SECTION			950	TRAINING		500
910	REGION GEOLOGIST		1,000	924	D.O.T.			955	R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION		400	925	AIR MONITORING			980	PERSONAL LEAVE		
912	LANDSCAPE			926	FOUNDATION			980	PUBLIC HEARING		
913	RIGHT-OF-WAY LIAISON			927	FREE BRIDGE DESIGN						
914	REGION UTIL-ITY LIAISON		500	932	RAILROAD & UTILITIES		100				
									TOTALS	$	$ 21,100
									PREVIOUS AUTHORIZATION		$
									ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IR-84-7(10)17

LOCATION ENGINEER'S REMARKS

Place A.C. leveling course and overlay between M.P. 17.8 and M.P. 22.1 on Highway I-84. Median barrier and guardrail may require adjustment.

1 Vernier
Anderson
4 Adams
4
2 Ehrt E.
3 Trout
Wakerlin

RECEIVED
ROAD DESIGN SECTION

Do
Return w/
Bring Up
Action

Project Manager - E. J. Dunn

On H.I.P.

PARED BY	DATE 5-7-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE 5/29/84
RECOMMENDED, REGION ENGINEER	DATE 5/7/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE 5-24-84
RECOMMENDED, LOCATION ENGINEER	DATE 5/22/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 7-11-84	

734-1014 (7-82)

PROJECT PROSPECTUS

PART 1 – PROJECT REQUEST 84-64

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01481

SECTION: Sandy River - Corbett Interchange

REGION: Metro Region

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
2	Columbia River	FROM 17.8 TO 22.1	4.3

☐ URBAN ☒ RURAL | CITY | COUNTY: Multnomah | ROAD/STREET NAME

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
I-84		

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$
RIGHT OF WAY		$ 0
ROADWAY	$ 1,405	
STRUCTURES	$ N/A	
SIGNALS	$ N/A	
ILLUMINATION	$ N/A	
TEMPORARY PROTECTION	$ Included	
	$	
40% ENGINEERING & CONTINGENCIES	$ Included	
TOTAL CONSTRUCTION		$ 1,405
TOTAL ESTIMATE		$

PROJECT DATA

GRADING	(✓)	-
PAVING	(✓)	X
STRUCTURES	(✓)	-
SIGNING	(✓)	-
SIGNALS	(✓)	-
ILLUMINATION	(✓)	-
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	3
WORK TYPE	(1-12)	4

RIGHT OF WAY

FILES	(#)	N/A
ACRES	(#)	N/A
RELOCATIONS	(#)	N/A

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	I-4R	1986

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	SAME	
STRUCTURES (#)	SAME	
SIGNALS (#)	N/A	
BIKE PATH (Y/N)	N/A	
AVERAGE DAILY TRAFFIC	14,500	20,300
YEAR OF AVERAGE DAILY TRAFFIC	1984	2000

DEFINE THE PROBLEM

Highway surfacing has deteriorated causing poor driving conditions and safety consideration.

PROPOSED SOLUTION

Provide overlay and related shoulder work. Median guardrail may require adjustment in selected locations.

REQUESTED, REGION ENGINEER: X Edward Wolnitzek	DATE 5/7/84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X	DATE	TRANSP. COMM. APPROVAL DATE: 18 JAN 84	PROGRAM YEAR: 86	FUNDING: I-4R

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

84-64

SEE INSTRUCTIONS ON REVERSE

KEY ID # 04181

SECTION: Sandy River - Corbett Interchange

REGION: Metro Region

PROJECT JUSTIFICATION

Restoration of travel surface is the prime justification for this project. Adjustment of rock shoulders and median guardrail may be required throughout due to change in finish grade of travel surface.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

Proj. Man. - F. J. Dunn

84-64

SEE INSTRUCTIONS ON REVERSE

KEY ID # 04181

SECTION: Sandy River - Corbett Interchange

REGION: Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES		(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
N/A			

COMPANIES: NONE

RIGHT-OF-WAY LIAISON	N/A	EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS
							AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING									SAME								
PROPOSED									SAME								

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 2/24/84

734-1912 (7-82)

1985 Cold Springs Br. Section 10,113
of Pendleton-Cold Springs Highway
(Grading, paving & structure)

10113 STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Umatilla	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
NOV 10 '87	C. O. Fredrickson, Construction Engineer	BRS-189(2)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
05-12-86	09-22-87	88 %	06-15-86

LOCATION
Cold Springs Creek Bridge Section of the Pendleton-Cold Springs Highway 16 miles northeast of Hermiston.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Divisior office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
NOV 23 '87
REFER TO
Fredrickson
FOR
11/24
Init. | Instr. | R/D | D/R | Sign | Appr. | File

1. Description of Improvement as Programed:

   A. Construction of Bridge No. 694A across Cold Springs Creek.
      Length: 110 feet Width: 35 feet

   B. Construction of embankment, aggregate base and asphalt concrete pavement.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: K-2 Construction Co.

3. Contract Amount: $374,638.63

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P Lane		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 11/16/87	TITLE District Engineer	DATE 11/20/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

10,113

October 13, 1987

Industrial Indemnity Company
of the Northwest
Bond Department
101 SW Main
Suite 1300
Portland, OR 97204

CON 5 - #10,113

On September 25, 1987, we wrote to you concerning release of final payment on Contract No. 10,113 awarded to K-2 Construction Co. for work on the Cold Springs Creek Bridge Section in Umatilla County.

Final payment on this contract is $2,967.72 and the total contract amount is $374,638.63 including $1,399.26 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

bk

cc: K-2 Construction Co.
P.O. Box 66525
Portland, OR 97266

bc: C. O. Fredrickson
Walt Hart
Robert Hector

10,113

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10113

TO: Commission Services

DATE: September 22, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10113 , On Site Work Substantially Completed May 12, 1986

All Work Completed July 2, 1986

Project Cold Springs Creek Bridge

Highway Pendleton-Cold Springs

County Umatilla

Type of Work Grading, Paving & Structure

Contractor K-2 Construction

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

9-25-87 - Surety letter written.

RECEIVED
SEP 23 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

OREGON DEPARTMENT OF TRANSPORTATION — HIGHWAY DIVISION

No. 39

WEEK ENDING: June 14, 1986

PROJECT NAME (SECTION): Cold Springs Creek Bridge

CONTRACT NO: 10113

HIGHWAY: Pendleton - Cold Srings

COUNTY: Umatilla

F.A. PROJECT NO: BRS-189(2)

CONTRACTOR: K-2 Construction

KIND OF WORK: G, P, S

DATE OF AWARD: July 31, 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 428,875

ESTIMATED PROJECT COST $ 428,875

ESTIMATED PERCENT OVERRUN/UNDERRUN 0 %

ENGINEERING

AUTHORIZATION $ 34,007

COST THIS WEEK $ 0

TOTAL TO DATE $ 40,095

PERCENT OF AUTHORIZATION 118 %

FIRST NOTIFICATION DATE: September 25, 1984

ESTIMATED DATE OF COMPLETION, OR: .

SECOND NOTIFICATION DATE AND: May 12, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: June 1, 1986

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 1 WORKERS: 1

PERCENT CONTRACT WORK COMPLETED: 100 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
Specified Completion	6/15/86	.	.	.	Yes

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS*	STRUCTURES	
ORIG. CONTRACT QUANTITIES	10,490cy	6,500tn	1,300tn			
EST. CORRECTED QUANTITIES	10,732cy	7,121tn	1,439tn		0694	
EST. PERFORMED TO DATE	12,739cy	8,185tn	1,439tn			
PERCENT PERFORMED TO DATE	(76%)	(87%)	100%		100%	

ACTIVITIES THIS WEEK:
All work completed. Waiting for final estimates.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): R W Ely FOR Thomas A. Penner

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10 113 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRS-189(2)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40069

2A. COUNTY NAME: Umatilla

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 31 '85
REFER TO
Potter
FOR
Info | Inves | B/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE: September 3, 1985

8. FEDERAL ROUTE NUMBER: Secondary 189

9. STATE ROUTE NUMBER: Primary 36

10. GENERAL LOCATION:

Cold Springs Creek Bridge #00694-036-00673

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr.Potter's letter dated 10-17-85 this will confirm the advance approval dates of 9-3-85 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the Umatilla Electric Cooperative Association on an actual cost basis estimated to be $2,103 - F. F. $1,683.

The Agreement with the Umatilla Electric Cooperative Association is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/29/85	[signature]	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 17, 1985

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

RECEIVED
STATE HWY ENGR
OCT 21 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

SUBJECT: Aerial Power Line Facilities Relocation
Umatilla Electric Cooperative Association
Cold Springs Creek Bridge Section
Pendleton-Cold Springs Highway
Umatilla County
Project No. BRS-189(2)

Here is a copy of a lump sum estimate of cost to adjust Umatilla Electric Cooperative Association's (UECA) aerial power line facilities dated August 28, 1985.

A certification prepared by Thomas G. Carman as to UECA's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, UECA was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of UECA's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of September 3, 1985 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $2,103.

JCM:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
Tom Carman

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 3, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: David B. Carter, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

NOTED
E. S. HUNTER

SUBJECT: Federal Participation Eligibility Date
Aerial Power Line Facilities Relocation
Umatilla Electric Cooperative Association
Cold Springs Creek Bridge Section
Pendleton - Cold Springs Highway
Umatilla County
Project No. BRS-189(2)

Confirmation of your verbal authorization for Umatilla Electric Cooperative Association (UECA) to proceed with the relocation of their aerial power line facilities in conflict with this project as of September 3, 1985 is requested. An estimate of cost has been received from UECA in the amount of $2,102.38. The estimate is presently being reviewed by the Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
September 3, 1985 is approved

David B. Carter, Area Engineer

JMC:jr
cc: E. S. Hunter
Don Trout
Pete Gonzalez
Robert D. Hector
Tom Penner
Tom Carman

RECEIVED
STAT. HWY ENGR
SEP 10 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

August 23, 1985

CON 5

K-2 Construction Co.
P. O. Box 66525
Portland, OR 97266

#10,113

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 10,113 for work on the Cold Springs Creek Bridge Section of the Pendleton-Cold Springs Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Industrial Indemnity Company
of the Northwest
421 S. W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Tom Penner

K-2 CONSTRUCTION COMPANY

P.O. BOX 66525 • PORTLAND, OREGON 97266 • (503) 775-4606

July 26, 1985

Oregon State Highway Division
Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

Re: Cold Springs Creek Bridge; Identification of DBE's

Gentlemen,

In accordance with 49 CFR 23, section 5, we hereby submit the following list of DBE's used to meet this project's contract goals.

Very truly yours,
Carol J. Kozowski
Carol J. Kozowski

Encl: DBE Sub-contractor list

RECEIVED
JUL 29 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Lowe

JOB: COLD SPRINGS CREEK BRIDGE BID DATE

SUMMARY OF DBE/MBE/WBE's TO MEET CONTRACT GOALS

ITEM NO.	ITEM	UNIT	QTY	CONTRACTOR	CLASS	UNIT PRICE	TOTAL
18	Guardrail, 2A	L.F.	300	Arrow Bros. Corps.	DBE	$ 20.00	$6,000.00
19	Guardrail, 3	L.F.	100	"	"	32.00	3,200.00
20	Anchor, type 1	Ea.	4	"	"	350.00	1,400.00
21	End Piece, type C	Ea.	4	"	"	80.00	320.00
22	Type 1 Fence	L.F.	2,600	"	"	1.90	4,940.00
27	Delineators, Ty 1	Ea.	24	"	"	22.00	528.00
28	Delineators, Ty 4	Ea.	6	"	"	12.00	72.00
	TOTAL						$16,460.00 = 4.46% o

Total contract amount - $368,644.00.

Contract DBE Goals - 4%

Contract WBE Goals - 0%

RECEIVED
JUL 29 1985
COMMISSION
DEPARTMENT OF TRANSPORTATION
SERVICES

cc Thomas Jones

COLD SPRINGS CREEK BRIDGE

BID DATE: 7/25/85

SUMMARY OF DBE/MBE/WBE's TO MEET CONTRACT GOALS

ITEM	UNIT	QTY	CONTRACTOR	CLASS	UNIT PRICE	TOTAL	
rail, 2A	L.F.	300	Arrow Bros. Corps.	DBE	$ 20.00	$6,000.00	
rail, 3	L.F.	100	"	"	32.00	3,200.00	
or, type 1	Ea.	4	"	"	350.00	1,400.00	
Piece, type C	Ea.	4	"	"	80.00	320.00	
1 Fence	L.F.	2,600	"	"	1.90	4,940.00	
heators, Ty 1	Ea.	24	"	"	22.00	528.00	
heators, Ty 4	Ea.	6	"	"	12.00	72.00	
OTAL						$16,460.00	= 4.46% of contract

contract amount - $368,644.00.
ract DBE Goals - 4%
ract WBE Goals - 0%

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	STATE
10.113 8-M7	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
		COUNTY Umatilla
		PROJECT NO. BRS-183(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.R. 37 "Cold Springs Creek Bridge"

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-28-85	0.32
OTHER *(Specify)*		

FUNDS PRO-DATA ACT

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 428,875.00	$ 343,100.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: E.S. Hunter

Acting State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilcox

Date executed by Division Administrator AUG 15 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 9, 1985

FEDERAL-AID PROJECT NO. BRS-189(2)

COLD SPRINGS CREEK BRIDGE SECTION
PENDLETON-COLD SPRINGS HIGHWAY
UMATILLA COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
STRUCTURE, BR. #0694A (STA. 45+50 to STA. 63+20)

Mobilization	Lump Sum	All	Lump Sum	$	35,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum		500.00
Temporary Signs	Sq. Ft.	200	10.00		2,000.00
Temporary Barricades	Each	8	100.00		800.00
Flaggers	Hour	250	10.00		2,500.00
Clearing and Grubbing	Lump Sum	All	Lump Sum		4,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum		500.00
Toe Trench Excavation	Cu. Yd.	200	5.00		1,000.00
General Excavation	Cu. Yd.	16,490	2.00		32,980.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum		1,000.00
Watering	M-Gal	230	10.00		2,300.00
Aggregate Base	Ton	5,800	9.10		52,780.00
3/4"-0 Aggregate Base	Ton	700	9.10		6,370.00
Class "C" Asphalt Concrete	Ton	1,300	31.50		40,950.00
8-inch Culvert Pipe	Lin. Ft.	10	15.00		150.00
12-inch Culvert Pipe	Lin. Ft.	112	7.00		784.00
Concrete Inlets, Type G-1	Each	1	1,000.00		1,000.00
Guardrail, Type 2A	Lin. Ft.	300	20.00		6,000.00
Guardrail, Type 3	Lin. Ft.	100	32.00		3,200.00
Guardrail Anchors, Type 1	Each	4	350.00		1,400.00
Rail End Pieces, Type C	Each	4	80.00		320.00
T_pe 1 Fence	Lin. Ft.	2,600	1.90		4,940.00
Extra for Asphalt Approaches	Each	5	200.00		1,000.00
Drainage Curbs	Lin. Ft.	65	5.00		325.00
Loose Riprap, Class 700	Cu. Yd.	300	15.00		4,500.00
Filter Blanket	Cu. Yd.	50	15.00		750.00
Delineators, Type 2	Each	24	22.00		528.00
Delineators, Type 4	Each	6	12.00		72.00
Seeding, Fertilizing and Mulching	Acre	2	1,000.00		2,000.00
Bridge Removal Work	Lump Sum	All	Lump Sum		2,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum		500.00

Structure Excavation	Cu. Yd.	870	6.00	5,220.00
Structure Excavtion Below Elevations Shown	Cu. Yd.	90	20.00	1,800.00
Special Footing Backfill	Cu. Yd.	430	12.00	5,160.00
Special Wall Backfill	Cu. Yd.	305	15.00	4,575.00
Structural Concrete, Class 3300 (259 CY)	Lump Sum	All	Lump Sum	30,000.00
Structural Concrete, Class 4500 (100 CY)	Lump Sum	All	Lump Sum	18,000.00
Reinforcement (37,700 Lbs.)	Lump Sum	All	Lump Sum	14,000.00
Coated Reinforcement (11,000 Lbs.)	Lump Sum	All	Lump Sum	7,000.00
110'/115' Prestressed Bulb Tee Beams	Each	5	11,000.00	55,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	183	45.00	8,235.00
Two-Tube Steel Rail	Lin. Ft.	215	35.00	7,525.00
				$ 368,664.00

ANTICIPATED ITEMS

Permanent Signing	All Required	$ 1,700.00
Umatilla Electric Co-op	All Required	7,500.00
		$ 9,200.00
	Subtotal	$ 377,864.00
	Engineering	51,011.00
	Total	$ 428,875.00

Length of Project 0.32 mi.

Federal Funds (80%)	$ 343,100.00
State Funds	85,775.00
Total	$ 428,875.00

Group 011 100% Group 010 0%
Contract No. 10,113
Prefix: C30-1991
Prefix: C10113
Appn Code 118

CPL:bkb

July 8, 1985

Umatilla County Board of Commissioners
SE Fourth and Fifth
Pendleton, OR 97801

LOC 7

Attention: J. Dean Fouquette, Sr.
County Clerk

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 448," adopted by the Transportation Commission on June 20, 1985, covering the Cold Springs Creek Bridge Section of the Pendleton-Cold Springs Highway in Umatilla County.

Also attached is a survey approval map.

Robert W. Cormsen
COMMISSION SERVICES

kjm
Attachment

bc: Don Harwell (resolution attached)

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRS-189(2)
2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40069

2A. COUNTY NAME: Umatilla

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 5 '85
REFER TO
Potter
FOR
Info | Insp | R/D | U/R | Sign | Tel | File

Orig to 1/5

7. DATE AUTHORIZATION EFFECTIVE: June 28, 1985

8. FEDERAL ROUTE NUMBER: Secondary 189

9. STATE ROUTE NUMBER: Primary 36

10. GENERAL LOCATION:

Cold Springs Creek Bridge #00694-036-00673

11. GENERAL DESCRIPTION OF WORK

Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6-27-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $500,000; Federal Funds $400,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 6-28-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6-28-85	G. K. Hoesen	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 17-1

Date: June 6, 1985 PRO

To: Oregon Transportation Commission

From: H. S. Coulter
State Highway Engineer

Subject: Survey Approval
Cold Springs Cr. Bridge Sec.
Pendleton-Cold Springs Highway
Umatilla County
Map 1R-4-861

The survey has been completed on this project. The project is on the State Primary System, and is listed on the current Six-Year Highway Improvement Program. Construction is scheduled for Fiscal Year 1986 using Federal-aid Primary funds.

In order that the record be clear as to the official location of this facility, we request your approval of the attached survey approval map. The work has been accomplished consistent with the governing regulations.

This matter will be on the consent calendar for the June 20 meeting.

Attachment

cc: Fred D. Miller
Robert N. Bothman
E. S. Hunter
Gary A. Potter
R. W. Gormsen
D. O. Christensen
J. B. Boyd
R. D. Hector

DDB:bkb 1km

Sec. 27, T.5N. R.30E

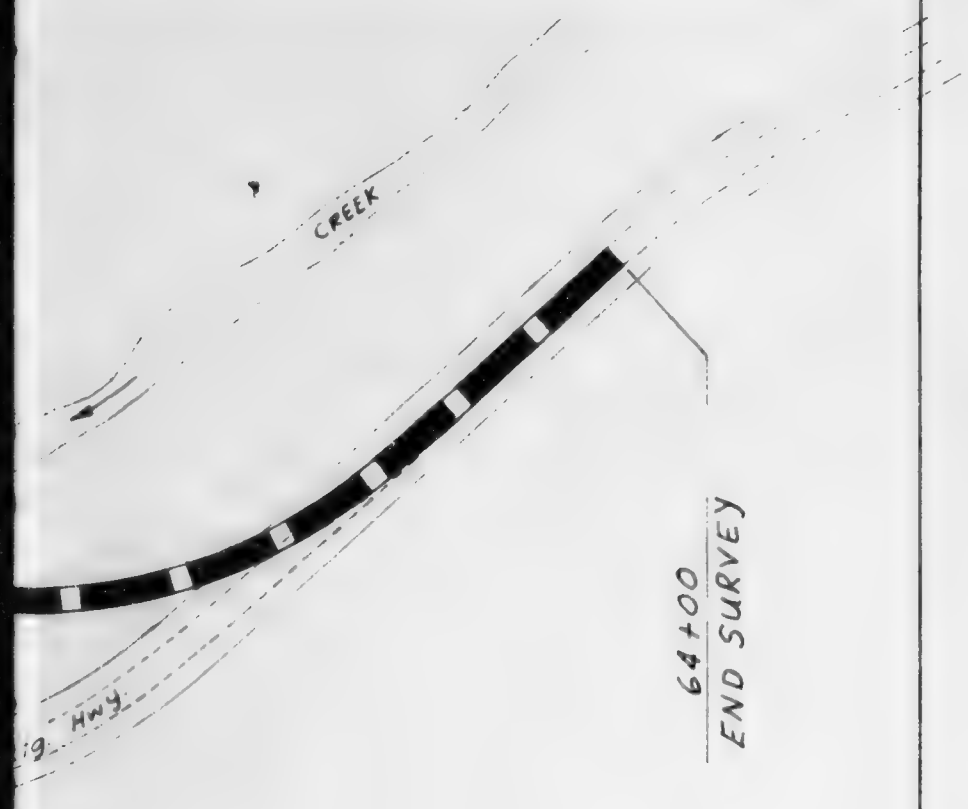
PUBLIC HEARING N
THROUGHWAY RESOLUT
ACCESS CONTROL No

APPROVED: 4-

Asst. State H

DRG. NO. 1R-4-8

Sec. 27, T.5N. R.30E., W.M.



27 | 26

34 | 35

PUBLIC HEARING N.A.

THROUGHWAY RESOLUTION ADOPTED N.A.

ACCESS CONTROL None

APPROVED: 4-26, 1985

Asst. State Hwy. Engr., Tech. Services Branch

OREGON STATE HIGHWAY DIVISION

SURVEY APPROVAL MAP

COLD SPRINGS CR. BRIDGE SEC.

PENDLETON - COLD SPRINGS HWY.

UMATILLA CO.

SCALE : 1" = 200' | DATE : April, 1985

FOR DETAILS SEE DRG. NO. 98-24-6

59-1-1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	2. STATE PROJECT NO.
BRS-189(1)	See Below

3. FROM	4. PROGRAM NO.	2A. COUNTY NAME
Dale E. Wilken, Division Administrator FHWA - Oregon Division 11-29-84	5. ITEM NO. 40069	Umatilla

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
11/28/84	Secondary 189	Primary 36

10. GENERAL LOCATION:

Cold Springs Creek Bridge #00694-036-00673

11. GENERAL DESCRIPTION OF WORK

Program Change and Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- XX OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested by Mr. Potter's letter of 11/19/84 the program change adding to the character of proposed work "Right-of-Way acquisition" is approved.

Also, as requested, you are authorized to proceed with the acquisition of file Nos. 54224 and 54225 as shown on R/W map 9B-24-6 at a TEC of $3,000; Federal Funds $2,400.

Federal participation is limited to that Right-of-Way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
DEC 3 '84
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/29/84	John D Wilken	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 20, 1984

In Reply Refer to
File No.:

DES 23
694A

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

RECEIVED
STAT HWY ENGR
NOV 21 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

SUBJECT: Cold Springs Creek Bridge
Pendleton-Cold Springs Highway
Umatilla County
BR 694A

Enclosed are two reduced prints of Drawings 39937 and 39568 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two copies of the foundation and hydraulic reports.

The alignment and roadway width of 32 feet are in accordance with the standards governing the project. The length and elevation were determined by the hydraulic requirements.

Three alternate types have been considered for this structure:

1. 3-spans w/precast, prestressed concrete slabs - $352,000
2. 1-span w/precast, prestressed concrete box beams - $302,000
3. 1-span w/precast, prestressed concrete Bulb-T beams and poured-in-place deck - $286,000

Alternate 3, Bulb-T beams with poured-in-place deck, was chosen as the most economical design. This design also eliminates the necessity for piers located in the stream.

The estimated cost of this structure, including an allowance for engineering and contingencies, is $286,000.

We request your approval of our preliminary plan.

MAB:jrb
Enclosures
cc: E. S. Hunter
Gary Potter
Final Design Engineer /w/ 1
R. D. Hector, Region 5 Engineer /w/ 1
Cam Gilmour, Environmental /w/ 1
John Grassman /w/ 1

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: November 19, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

Subject: Program Change
Item No. 40069
Project No. BRS-189(1)
Cold Springs Creek Bridge
Pendleton - Cold Springs Highway
Umatilla County
File Nos. 54224 and 54225

I request your approval of a program change on the subject project to include in the character of proposed work "Right of Way Acquisition" at an estimated total cost of $3,000.00 with federal funds of $2,400.00. The right of way to be acquired consists of fee taking and does not involve relocation assistance.

I further request authorization to proceed with the actual acquisition of the required right of way as outlined in red on the enclosed copy of right of way map 9B-24-6.

RDS:me
Encl.
cc: J.B. Boyd
Don Aman
—General Files

Form 734-3122

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: November 14, 1984

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Cold Springs Creek Bridge Section
Pendleton-Cold Springs Highway
Umatilla County
Project #BRS-189(1)

We have received two files on the above HBR project that is scheduled for a 23 May '85 letting. The acquisition of this right-of-way is estimated at $3,000 and does not require a relocation or moving allowance.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

The above estimate covers files 54224 and 54225 as shown on map 9B-24-6.

DA:jh
attach.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
NOV 15 1984
REFER TO FA
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

01.125.1307

16113

CON 19.1

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-422-3600

STATE TYPE
NOV 23 '83
REFER TO
FOR
Info | Imp | R/D | D&R | Sign | Act | File

PROGRAM SECTION
NOVEMBER 28, 1983

cc: FHWA (2)
✓STATE HWY. ENGR.
LOCATION UNIT
RIGHT-OF-WAY SEC.
ROAD DESIGN SEC.(3)
ENVIRONMENTAL SEC.
BRIDGE SEC.
AERONAUTICS DIV.
REG. 5 ENGR.: R. HECTOR
DIS. 12 ENGR.: H. OSWALI
FED. AID GROUP

NOTED H.S.COULTER

CONCLUSIONS

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: COLD SPRINGS CREEK BRIDGE SECTION

DATE: 11/22/83

The State has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of stete government:

- [ ] may exist.
- [ ] have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- [ ] have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 83 1010-012-2

This number should be used on all correspondence and particularly on SF-424.

Dolores Streeter
Clearinghouse Coordinator

PNRS #3
Revised 10/83

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

INTERGOVERNMENTAL RELATIONS DIVISION
OCT 24 1983

PNRS STATE REVIEW

Project #: OR 831010-012-2 Return Date: Nov 16 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

DIVISION OF STATE LANDS

Agency Lands By

PNRS #2 Phone Number 378-3805

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

JK
Wait il

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon 97310
Phone: 378-3732

DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
OCT 28 1983

OCT 12 1983

PNRS STATE REVIEW

Project #: [illegible]-012-2

Return Date: NOV 18 1983 SALEM

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

No Conflict w/ Goals

Agency LCDC By [signature]

PNRS #2 Phone Number 463-1742

10,113

CON 19-1
2 all

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. NE, Salem, Oregon 97310
Phone: 378-3732

PROGRAM SECTION
November 30, 1983

cc: FHWA (2)
✓STATE HIGHWAY ENGR.
LOCATION UNIT
RIGHT-OF-WAY SEC.
ROAD DESIGN SEC.(3)
ENVIRONMENTAL SEC.
BRIDGE SEC.
AERONAUTICS DIV.
~~FED. AID~~ GROUP
REG. 5 ENG.: R.D. HECTOR
~~DIS. 12 ENG.~~: H. OSWALD

STATE CLEARINGHOUSE REVIEW ADDENDUM

APPLICANT: Department of Transportation

PROJECT TITLE: Cold Springs Creek Bridge Section

PNRS #: OR831010-012-2

DATE:

The State Clearinghouse has received additional comments from

Fish & Wildlife

NOTED
H.S. COULTER

subsequent to our conclusion letter of 11/22/83

please see copy (ies) attached for your attention.

RECEIVED
STATE HWY ENGR
NOV 30 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Additional Clearinghouse comments:

(XX) Please consider this letter and enclosure(s) an addendum to our previous letter.

( ) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

PNRS #7

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

Intergovernmental Relations Division
NOV 23 1983

PNRS STATE REVIEW

Project #: OR 831010-012-2 Return Date: NOV 18 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency F & W By Tony Foust

PNRS #2 Phone Number 229-5679

Comments: OR 831010-012-2

The Oregon Department of Fish and Wildlife has no objection to the Cold Springs Creek Bridge Project in Umatilla County providing the following conditions are observed during construction:

1. Adequate measures are taken to minimize turbidities which could arise during construction.

2. No pollutants of any type are allowed to enter the waterway (petroleum products, fresh concrete,silt).

3. Soils disturbed by the project are stabilized and revegetated.

4. All project debris is removed from the stream.

5. Please coordinate the planning and implementation with our District Fish and Wildlife Biologist.

Contact: Jim Phelps
ODFW
Route 1, Box 18
Pendleton, OR 97801

276-2344

17115

CON 19-1 Cold Springs

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRS-189(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilklen, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40069

2A. COUNTY NAME: Umatilla

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11/15/83

8. FEDERAL ROUTE NUMBER: Secondary 189

9. STATE ROUTE NUMBER: Primary 36

10. GENERAL LOCATION:

Cold Springs Creek Bridge #694

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $54,000 F.F. $47,172
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 10/26/83.

RECEIVED
STATE HWY ENGR
NOV 18 '83
REFER TO
Potter
FOR
Info | Instr | R/D | D/R | Sign | Act | File

Orig Ka 11/21

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/15/83	D. K. Swanner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10113

CCN 17-1
Cold
Springs

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: October 27, 1983

To: Executive Department
Federal-Aid Coordination Unit

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following project.

Item No.	Project No.	Section Name & PNRS No.
40069	BRS-189(1)	Cold Springs Creek Br. #OR 831010-012-2

GC:bkb
Enc.
cc: Dale E. Wilken (FHWA)
General Files

Form 734-3122

10/11

EON 17-1
Cold Springs

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File PRC

Date: October 6, 1983

To: Executive Department
Federal-Aid Coordination Unit

ORIGINAL SIGNED BY
GARY A. POTTER

East Central Oregon Association
of Counties
Attn: Melinda Barnhart
P.O. Box 1207
Pendleton, OR 97801

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 12
Section: Cold Springs Creek Bridge
Highway: Pendleton-Cold Springs Hwy., ORE Route 37
County: Umatilla

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be November 14, 1983.

JLG:pf
Attachments

bc: D.E. Wilken, FHWA
H.S. Coulter
R.N. Bothman
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
W.J. Hart
R. D. Hector, Region 5
H. W. Oswald, District 12
Aeronautics Division
David Powers, Parks
J.L. Gaither

K. N. BOTHMAN

RECEIVED
ASST STATE HWY ENGR
OCT 7 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 | 12] APPLICANT: Department of Transportation | 45] | 46] DIVISION: Highway | 79]

03 | 12] APPLICANT ADDRESS STREET: Transportation Building | 45] | 46] CITY: Salem | 60] | 76] ZIP: 97310 | 80]

04 | 12] CONTACT PERSON: Gary A. Potter | 45] | 46] AREA CODE: 503 | 48] | 49] PHONE: 378 | 55] | 56] EXTENSION: 6564 | 59]

01 | 12] PROJECT TITLE: Cold Springs Creek Bridge Section | 71]

11 | 12] PROJECT LOCATION—CITY: Pendleton-Cold Springs Hwy. ORE Route 37 | PROJECT LOCATION—COUNTY: Umatilla | PROJECT LOCATION: SEC: 27 T: 5 N R: 30 E | 79]

05 | SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 | 12] (See attached Project Prospectus, Part 3, and sketch map). Replace | 71]

07 | 12] deteriorating wood bridge with modern concrete bridge on improved alignment. | 71]

08 | 12] | 71]

09 | 12] | 71]

10 | 12] | 71]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant 19]	20] (B) Other 27]	28] (C) State 35]	36] (D) Local 43]	44] (E) FUNDS 51]	52] (F) FUNDS 60]
427,000		106,800			534,000

13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) | 45] | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) | 79]

14 | 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways | 71]

15 | 12] FEDERAL AGENCY NAME: U.S. Department of Transportation | 45] | 46] FEDERAL SUB-AGENCY NAME: FHWA | 79]

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: 10/6/83

(D) REVIEW REQUIRED by A-95 Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH: Nov 42] | 43] DAY: 14 44] | 45] YEAR: 1983 46]

ADDITIONAL INFORMATION – ALL APPLICANTS

I. A Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

•

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 10/6/83

VI. If project includes state funds (12C), identify agency Oregon State Highway Division

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project, Categorical Exclusion, according to the 1978 environmental quality guidelines.

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Cold Springs Creek Bridge (#0694)

REGION: 5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require 1-2 acres for minor realignment of bridge approaches and a temporary construction easement.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None: Bridge replacement only. The project is consistent with the Umatilla County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns will remain unchanged. Safety will be improved as the existing timber structure has become deficient requiring ongoing costly repairs and maintenance to keep the structure in service. The approach alignment is also conspicuously substandard.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None: Cold Springs Creek is intermittent in nature and is dry during the summer construction season.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None: The existing structure is of a common timber construction dating from 1921.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

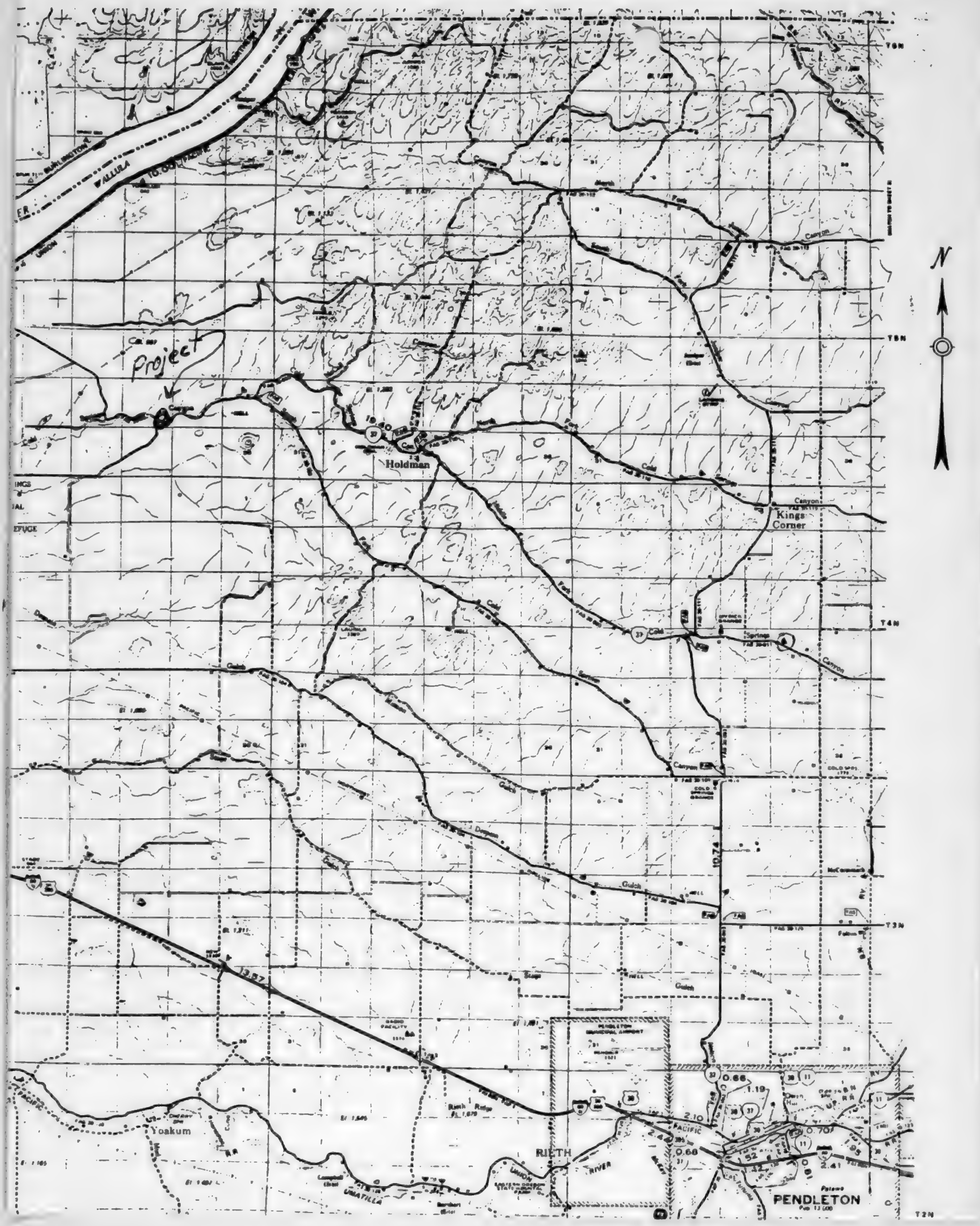
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

The proposed project is a bridge replacemen requiring the acquisition of 1-2 acres for some minor bridge approach realignment and for a temporary construction easement. No other adverse physical and human impacts ar anticipated. Recommended project classification is Class 2 (Categorical Exclusion).

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	


project
Holdman
Kings Corner
Yoakum
RIETH
PENDLETON
T5N
T4N
T3N
T2N
N

10,11-

CON 17-1
Cold Springs

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

September 29, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Cold Springs Creek Bridge (#0694)
Cold Springs - Pendleton Hwy.
Umatilla County
BRS-189(-)

Dear Mr. Wilken:

Attached is a project environmental classification on the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (4)

Division Administrator
for HIGHWAY DIVISION

10/7/83
Date

ENVIRONMENTAL SECTION
October 10, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Uni
Cost & Records Spe
Surfacing Design
General Files
Bob Hector
John Preston
Vernal Moore
Harry Oswald

Form 734-3122

PROJEC PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Cold Springs Creek Bridge (#0694)

REGION: 5

ESTIMATED RIGHT-OF-WAY IMPACTS

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None: Bridge replacement only. The project is consistent with the Umatilla County Comprehensive Plan.

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ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None: The existing structure is of a common timber construction dating from 1921.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

- ☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
- ☒ CLASS 2 (CATEGORICAL EXCLUSION)
- ☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacemen requiring the acquisition of 1-2 acres for some minor bridge approach realignment and for a temporary construction easement. No other adverse physical and human impacts ar anticipated. Recommended project classification is Class 2 (Categorical Exclusion).

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	October 7, 1983

734-1913 (7-82)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Umatilla Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Cold Springs Creek Bridge (0694)

REGION: 5

SURVEY AUTHORITY HW4#36

AUTHORIZATION NO.: 1

PREFIX: 30-1991

DATE: 9/13/83

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$	$ 25,000	915	AUDITS	$	$	933	SURFACE DESIGN	$	$ 100
902	CITIZEN'S INVOLVEMENT			916	PHOTO-GRAMMETRY			934	GEOLOGY		500
903	LOCAL GOVERNMENT			918	LOCATION		400	935	SOILS		500
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC		
905	FINAL DESIGN		2,000	920	PROGRAM MANAGEMENT		200	937	HYDRAULICS		1,500
906	BRIDGE DESIGN		10,000	921	SPECIFICA-TIONS		3,000	938	REGION ENVIRONMENT		
907	PRELIMINARY DESIGN			922	ADMIN. SERVICES		100	949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION		2,000	923	ENVIRONMENTAL SECTION		200	950	TRAINING		
910	REGION GEOLOGIST		1,000	924	D.O.T.			955	R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION		200	925	AIR MONITORING			960	PERSONAL LEAVE		
912	LANDSCAPE			926	FOUNDATION		6,500	980	PUBLIC HEARING		
913	RIGHT-OF-WAY LIAISON		500	927	FREE BRIDGE DESIGN						
914	REGION UTIL-ITY LIAISON		200	932	RAILROAD & UTILITIES		100				

	TOTALS	$ $ 54,000
RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER: BRS-189(1)	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Cy to Kyle
Cy Hiscnab
2 Stoudenmeyer
Terpin
3 Trout
Cy Wakerlig

RECEIVED
NOV 28 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

Approved by HW Engr 9-29-83 bf

PREPARED BY	DATE	APPROVED. ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/21/83
RECOMMENDED. REGION ENGINEER X	DATE	APPROVED. ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 10-21-83
RECOMMENDED. LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11-15-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 – PROJECT REQUEST

CSC0091

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01281

SECTION: Cold Springs Creek Bridge (#0694)

REGION: 5

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
36	Cold Springs-Pendleton	FROM 6.54 TO 6.90	2000 ft

☐ URBAN ☒ RURAL | CITY | COUNTY: Umatilla | ROAD/STREET NAME

ROUTE #: ORE 37 | FEDERAL AID #: FAS 189 | APPLICANT (IF OTHER THAN STATE)

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING	$ 54 ~~80~~	
RIGHT OF WAY	$ 20	
ROADWAY	$ 100	
STRUCTURES	$ 210	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 10	
	$	
40% ENGINEERING & CONTINGENCIES	$ 124	
TOTAL CONSTRUCTION	$ 434	
TOTAL ESTIMATE	$ ~~488~~ ~~554~~	

PROJECT DATA

GRADING (✓)	X	
PAVING (✓)	X	
STRUCTURES (✓)	X	
SIGNING (✓)	X	
SIGNALS (✓)		
ILLUMINATION (✓)		
ENVIRONMENTAL CLASS (1,2,3)	2	
DESIGN CATEGORY (1-7)	4	
WORK TYPE (1-12)	~~2~~ 5	

RIGHT OF WAY

FILES (#)	004
ACRES ?(est.) (#)	2
RELOCATIONS (#)	

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING (S,C,A)	S
CONSTRUCTION ENGINEERING (S,C,A)	S
RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
RIGHT OF WAY ACQUISITIONS (S,C,A)	S

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 3 / 84 | RECOMMENDED FUNDING SOURCE: HBR | RECOMMENDED PROGRAM YEAR: 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	270	
YEAR OF AVERAGE DAILY TRAFFIC	81	

DEFINE THE PROBLEM

Timber structure has become deficient requiring temporary repairs and ongoing maintenance to keep the structure in service. Also, approach alignment is acutely substandard, SR 10.0.

PROPOSED SOLUTION

Realign approaches, construct prestressed reinforced concrete slab span structure.

REQUESTED, REGION ENGINEER: X [signature] DATE 12-14-82

APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Cold Springs Creek Bridge (#0694)

REGION
5

PROJECT JUSTIFICATION

Existing timber structure was constructed in 1921 and has exceeded life expectancy. Current sufficiency rating, as corrected by 1982 inspectors, is 10.0. Considerable temporary repairs have been made in order to keep this structure in service.

The route is heavily used by 5 axle vehicles which are primarily agriculture oriented. Also, other commercial vehicles use the route in order to reduce mileage.

Realignment of the approaches and replacement of this 61 year old timber structure will upgrade the section to modern standards and eliminate a drain on maintenance funds.

This project is consistent with the Division's goal of replacing substandard bridges which is supported by the Umatilla County Board of Commissioners.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 1 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1281

SECTION: Cold Springs Creek Bridge (0694)

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	S/N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	S	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) / NEW (#)	
						UTILITIES	S	(LIST BELOW)	

COMPANIES
Telephone
Power

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
2			

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)		ACCESS CONTROL (Y/N)	Y	DESIGN SPEED	DESIGN STANDARDS
						55	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2			10	×	10			2				
				4			12		12			4				
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	120'	32'	210,000.	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Cold Springs Creek Bridge (#0694)

REGION: 5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require 1-2 acres for minor realignment of bridge approaches and a temporary construction easement.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None: Bridge replacement only. The project is consistent with the Umatilla County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns will remain unchanged. Safety will be improved as the existing timber structure has become deficient requiring ongoing costly repairs and maintenance to keep the structure in service. The approach alignment is also conspicuously substandard.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None: Cold Springs Creek is intermittent in nature and is dry during the summer construction season.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None: The existing structure is of a common timber construction dating from 1921.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

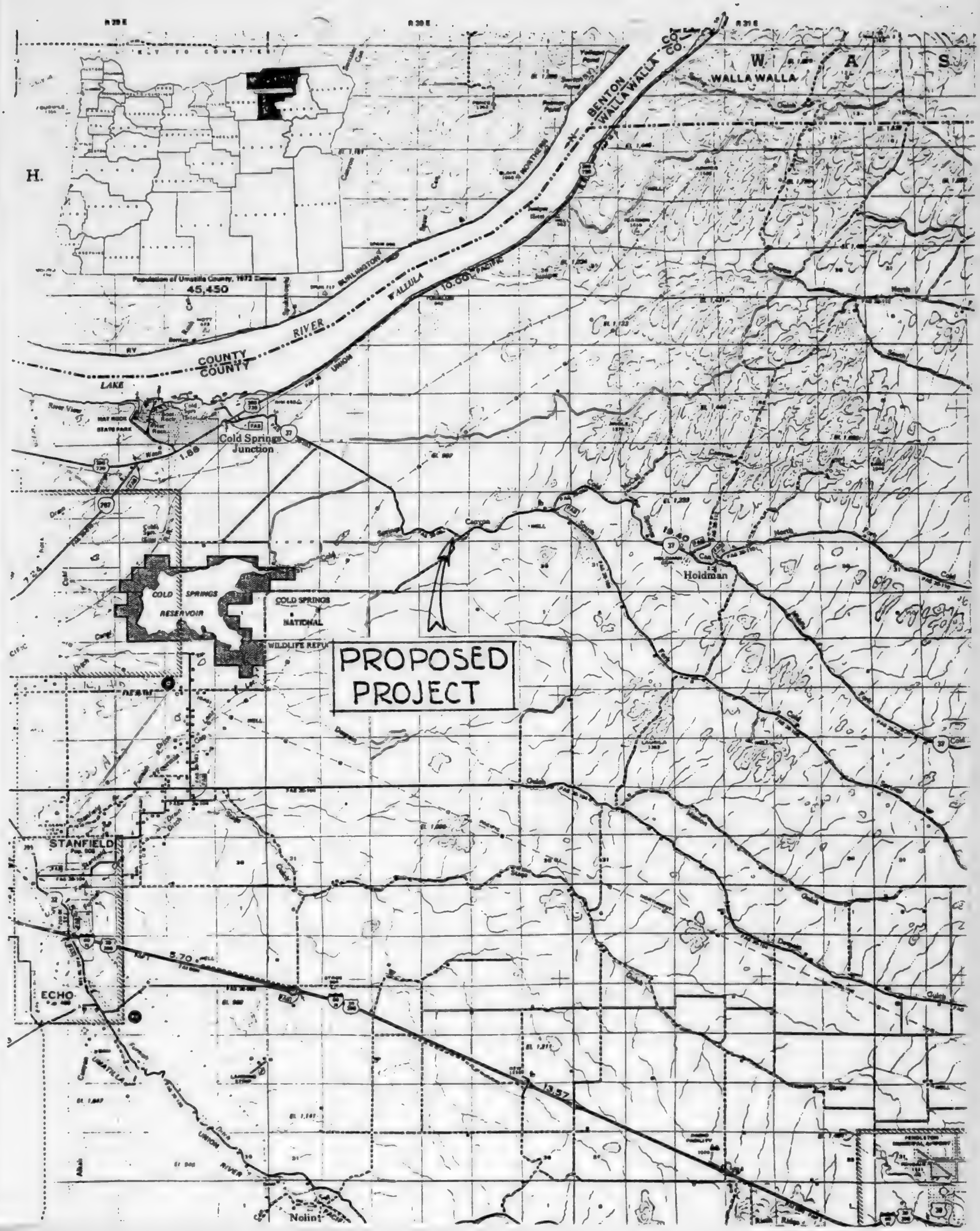
RECOMMENDED PROJECT CLASSIFICATION

- ☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
- ☒ CLASS 2 (CATEGORICAL EXCLUSION)
- ☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacemen requiring the acquisition of 1-2 acres for some minor bridge approach realignment and for a temporary construction easement. No other adverse physical and human impacts ar anticipated. Recommended project classification is Class 2 (Categorical Exclusion).

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	October 7, 1983


H.
Population of Umatilla County, 1972 Census
45,450
BENTON
WALLA WALLA CO.
WALLA WALLA
W A S
BURLINGTON NORTHERN
UNION PACIFIC
COUNTY
COUNTY
RIVER
LAKE
Cold Springs Junction
1.88
5.70
13.57
COLD SPRINGS RESERVOIR
COLD SPRINGS NATIONAL WILDLIFE REFU
PROPOSED PROJECT
Holdman
STANFIELD
ECHO
Nolin
UMATILLA
RIVER

1985 Forest Boundary-M.P. 25.83 10,114
Sec. of the Enterprise-Lewiston Hwy.
(Grading & paving)

10,114

TO BE COMPLETED BY FHWA			
MONTHLY TRANSACTION NUMBER 3-21	U.S. Department of Transportation **Federal Highway Administration**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 3-1-90	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER			State OREGON
MODIFICATION NUMBER 2			County WALLOWA
			Project Number FLH-F-83(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 26 , 19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,479,893	$ 2,064,893
Federal funds	$ 2,200,000	$ 1,785,000 (183)
Other revisions	246,725	246,725 (010)

This modification is made for the following reasons: To release unspent Public Lands Highways funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1 ST day of MAR , 19 '90 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

for Manager, Program Section
(Title)

By FOR: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

10,114

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER: 11-1	U.S. Department of Transportation, Federal Highway Administration	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State: Oregon
MODIFICATION NUMBER: 1	11-3-87	County: Wallowa
		Project Number: FLH-F-83(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 26, 19 85, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 2,459,173	$ 2,479,893	
Federal funds	$ 228,460	$ 246,725	(010)
Other revisions	2,200,000	2,200,000	(183)

This modification is made for the following reasons: To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3 RD day of NOV, 19 '87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Cam Gibbons

Manager, Program Section
(Title)

XXX By For: Larry Rulien

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 29, 1987

FEDERAL AID PROJECT NO. FLH-F-83(3)

FOREST BOUNDARY-M.P. 25.83 SECTION
ENTERPRISE-LEWISTON HIGHWAY
WALLOWA COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (PRIMARY FUNDS)(STA. 216+80 TO STA. 266+60)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Gen. Excav.	CY	$ 3.80	7,997	$ 30,388.60	9,316	$ 35,400.80
1"-0 Aggr. Base	TON	4.68	10,350	48,438.00	11,023	51,587.64
Emulsified Asph. Conc. Mix in Leveling	TON	8.85	600	5,310.00	866	7,664.10
Emulsified Asph. in Mixture	TON	190.00	252	47,880.00	273	51,870.00
Choke Aggregate	TON	16.08	80	1,286.40	227	3,650.16
Add'l. Flagging (PA #4)	HR.	14.40	---	---	163	2,347.20
Pilot Car (PA #5)	HR.	23.50	---	---	64	1,504.00
				$133,303.00		$154,023.10

Increase	$ 20,720.10
Subtotal from estimate on Aug. 21, 1985	230,376.09
Subtotal	$ 251,096.19
Engineering	28,796.81
Total	$ 279,893.00

TYPE CODE I000
ROADWAY (FLH FUNDING)(STA. 196+80 TO STA. 216+80 AND STA. 266+60 TO STA. 644+00)

Total as shown on estimate of August 21, 1985 $1,653,448.00

Length of Roadway (FLH)	7.527 mi.
Length of Roadway (Primary)	0.943 mi.
Total Length	8.470 mi.
Cost of Roadway Per Mile (FLH)	$ 219,668.93
Cost of Roadway Per Mile (Primary)	$ 296,811.24

RETAIN IN RESERVE

Total as shown on estimate of August 21, 1985	$ 58,500.00

SUMMARY OF FUNDS

Description	Pro-Rata	Appn Code	Group	Total Cost	Federal Funds	State Funds
Roadway	88.15	010	2	$ 279,893.00	$ 246,725.00	$ 33,168.00
Roadway	100.00	183	1	1,653,448.00	1,653,448.00	---
Reserve	100.00	183	1	58,500.00	58,500.00	---
Reserve *	100.00	183	1	488,052.00	488,052.00	---
Total				$2,479,893.00	$2,446,725.00	$ 33,168.00

*Anticipated amount necessary to cover two construction seasons.

Group 1: 88%; Group 2: 12%
Contract No. 10,114
Prefix: C32-1906 C10114

Nonparticipating Item

Single Mailbox Supports	Each	2	100.00	$ 200.00

RLC:bkw

STATE COPY IV

TO BE COMPLETED BY FHWA		STATE
8-87-1104	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 8-26-85	COUNTY [illegible] PROJECT NO. FLH-F-03(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 3 "Forest Boundary - M.P. 25.83 Section"

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-2-85	8.47
OTHER *(Specify)*		

FUNDS PRO DATA S

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,459,173.00	$ 228,460.00 010 2,200,000.00 181

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Manager, Program Section
(Title)

By For: E.S. Hunter, P.E.

Acting State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator AUG 26 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon August 21, 1985

Federal Aid Project No. FLH-F-83(3)

Forest Boundary - M.P. 25.83 Section
Enterprise - Lewiston Highway
Wallowa County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Primary Funds)(Sta. 216+80 to Sta. 266+60)

Mobilization	Lump Sum	All	12%	$ 12,180.00
Temporary Protection and Direction of Traffic	Lump Sum	All	12%	900.00
Temporary Signs	Sq. Ft.	140	8.00	1,120.00
Temporary Barricades	Each	2	120.00	240.00
Flaggers	Hour	140	19.00	2,660.00
Pilot Car	Hour	20	28.00	560.00
ROADWORK				
Clearing and Grubbing	Lump Sum	All	10%	2,000.00
Removal of Structures and Obstructions	Lump Sum	All	11%	550.00
General Excavation	Cu. Yd.	7,997	3.80	30,388.60
Finishing Roadbed and Slopes	Lump Sum	All	11%	825.00
Watering	M-Gal.	250	12.50	3,125.00
1"-0 Aggregate Base	Ton	10,350	4.68	48,438.00
Emulsified Asphalt Concrete Mixture	Ton	3,600	8.27	29,772.00
Emulsified Asphalt Concrete Mixture in Leveling	Ton	600	8.85	5,310.00
Emulsified Asphalt in Mixture	Ton	252	190.00	47,880.00
Choke Aggregate	Ton	80	16.08	1,286.40
Aggregate in Emulsified Asphalt Chip Seal	Ton	273	14.33	3,912.09
Asphalt in Emulsified Asphalt Chip Seal	Ton	28	190.00	5,320.00
Asphalt in Tack Coat	Ton	6	275.00	1,650.00
Reinforced Concrete Pavement	Sq. Yd.	62	90.00	5,580.00
12-inch Culvert Pipe	Lin. Ft.	100	15.00	1,500.00
18-inch Culvert Pipe	Lin. Ft.	18	30.00	540.00
84-inch Culvert Pipe	Lin. Ft.	12	250.00	3,000.00
Concrete Inlets, Type G-2	Each	1	1,200.00	1,200.00
Guardrail, Type 2A	Lin. Ft.	450	17.00	7,650.00
Guardrail Anchors, Type 1	Each	4	350.00	1,400.00

Rail End Pieces, Type C	Each	4	80.00	320.00
Concrete Curbs	Lin. Ft.	260	6.00	1,560.00
Extra for Asphalt Approaches	Each	6	300.00	1,800.00
Concrete Barrier	Lin. Ft.	250	17.00	4,250.00
Delineators, Type 1	Each	28	22.00	616.00
Seeding, Fertilizing and Mulching	Acre	2	624.00	1,248.00
				$ 228,781.09

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required 11%	$ 1,111.00
Temporary Pavement Striping	All Required 11%	374.00
Temporary Erosion Control	All Required 11%	110.00
		$ 1,595.00
Subtotal		$ 230,376.09
Engineering		28,796.91
Total		$ 259,173.00

Type Code I000

Roadway (FLH Funding)(Sta. 196+80 to Sta. 216+80 and Sta. 266+60 to Sta. 644+00)

Mobilization	Lump Sum	All	88%	$ 89,320.00
Temporary Protection and Direction of Traffic	Lump Sum	All	88%	6,600.00
Temporary Signs	Sq. Ft.	1,135	8.00	9,080.00
Temporary Barricades	Each	8	120.00	960.00
Flaggers	Hour	1,160	19.00	22,040.00
Pilot Car	Hour	180	28.00	5,040.00

ROADWORK

Clearing and Grubbing	Lump Sum	All	90%	18,000.00
Removal of Structures and Obstructions	Lump Sum	All	89%	4,450.00
General Excavation	Cu. Yd.	52,319	3.80	198,812.20
Finishing Roadbed and Slopes	Lump Sum	All	89%	6,675.00
Watering	M-Gal.	1,970	12.50	24,625.00
1"-0 Aggregate Base	Ton	73,250	4.68	342,810.00
Emulsified Asphalt Concrete Mixture	Ton	25,400	8.27	210,058.00
Emulsified Asphalt Concrete Mixture in Leveling	Ton	4,800	8.85	42,480.00
Emulsified Asphalt in Mixture	Ton	1,813	190.00	344,470.00
Choke Aggregate	Ton	645	16.08	10,371.60
Aggregate in Emulsified Asphalt Chip Seal	Ton	2,207	14.33	31,626.31

Asphalt in Emulsified Asphalt Chip Seal	Ton	222	190.00	42,180.00
Asphalt in Tack Coat	Ton	52	275.00	14,300.00
18-inch Culvert Pipe	Lin. Ft.	412	30.00	12,360.00
Extra for Asphalt Approaches	Each	7	300.00	2,100.00
32' Painted Cattle Guard	Each	3	1,200.00	3,600.00
Delineators, Type 1	Each	222	22.00	4,884.00
Seeding, Fertilizing, and Mulching	Acre	16	624.00	9,984.00
				$1,456,826.11

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required 89%	$ 8,989.00
Temporary Pavement Striping	All Required 89%	3,026.00
Temporary Erosion Control	All Required 89%	890.00
		$ 12,905.00

Subtotal	$1,469,731.11
Engineering	183,716.89
Total	$1,653,448.00

Length of Roadway (FLH) ---------- 7.527 mile
Length of Roadway (Primary) ---------- 0.943 mile
Total Length 8.470 mile

Cost of Roadway per mile (FLH) ------- $219,668.93
Cost of Roadway per mile (Primary) --- $274,838.81

RETAIN IN RESERVE

Permanent Signing	All Required	$ 2,000.00
Dig Out Soft Spots	All Required	50,000.00
	Subtotal	$ 52,000.00
	Engineering	6,500.00
	Total	$ 58,500.00

SUMMARY OF FUNDS

Description	Pro Rata	Appn Code	Group	Total Cost	Federal Funds	State Funds
Roadway	88.15	010	2	$ 259,173.00	$ 228,460.00	$30,713.00
Roadway	100.00	183	1	1,653,448.00	1,653,448.00	---
Reserve	100.00	183	1	58,500.00	58,500.00	---
Reserve *	100.00	183	1	488,052.00	488,052.00	---
TOTAL				$2,459,173.00	$2,428,460.00	$30,713.00

*Anticipated amount necessary to cover two construction seasons.

Group 1: 88% Group 2: 12%
Contract No. 10,114
Prefix: C32-1906 C10114

NONPARTICIPATING ITEM

Single Mailbox Supports	Each	2	100.00	200.00

CPL:me

jc cc: OSHD (D. Fort-s)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Wallowa	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
5/19/88	Thomas P. Lowe, Area Engineer		FLH-F-83(3)
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
9/29/86	1/29/88	CDC %	CDC 9/30/86

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
JUN 1 '88

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

6/3 REFER TO cc Construction FOR pm

Info	Inves	R/D	D/R	Sign	Act	File

D. R. ADAMS

FOREST BOUNDARY - M.P. 25.83 SECTION
ENTERPRISE - LEWISTON HIGHWAY
Grading & Paving

This project provided for resurfacing of 8.47 miles of the subject highway with a cold mix and chip seal.

The minor remaining items of work contained in the Project Manager's punch list have been satisfactorily completed.

The chip seal held up the first winter better than expected at the time of the final inspection. No corrective work to the chip seal was required.

The final cost of $2,054,433 is three percent under the authorization.

- TPL -

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: T. P. Lowe		SIGNATURE: John T. Price	
TITLE: Area Engineer	DATE: 5/20/88	TITLE: District Engineer	DATE: 5/27/88

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

10,114

February 12, 1988

Wausau Insurance Companies
P.O. Box 5813
Boise, ID 83705

CON 5 - 10,114

letter returned 1/29/88
unclaimed to Lewiston

Contract No. 10,114 awarded to Seubert Excavators, Inc. for work on the Forest Boundary-M.P. 25.83 Section of the Enterprise-Lewiston Highway in Wallowa County was completed on August 26, 1987, and accepted by the State Highway Division on January 29, 1988.

Final payment in the amount of $958.63 will be released to the contractor after February 18, 1988. The total contract amount is $1,848,839.60 including $17,513.23 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

bk

cc: Seubert Excavators, Inc.
604 King Street
Cottonwood, ID 83522

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. O. Fredrickson
Walt Hart
Highway Accounting
Robert Hector

10,114

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10114

TO: Commission Services

DATE: January 29, 1988

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10114 , On Site Work Substantially Completed September 29, 1986
All Work Completed	August 26, 1987
Project	Forest Boundary-M.P. 25.83
Highway	Enterprise-Lewiston
County	Wallowa
Type of Work	Grading and Paving
Contractor	Seubert Excavators, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-12-88 Surety ltr. sent.

RECEIVED
FEB -2 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1. FEDERAL-AID PROJECT NO. FLH-F-83(3)

2. STATE PROJECT NO.

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30174

2A. COUNTY NAME
Wallowa

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
September 10, 1987

8. FEDERAL ROUTE NUMBER
FAP 83

9. STATE ROUTE NUMBER
11

10. GENERAL LOCATION:
Forest Boundary - M. P. 25.83

11. GENERAL DESCRIPTION OF WORK
Construct a 3-Wire Drift Fence

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON ~~A[illegible]~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 9/10/87 as requested in Mr. Fredrickson's letter of 10/15/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $1,700; Federal Funds $1,499.

RECEIVED
STATE HWY ENGR
OCT 23 '87
REFER TO
FOR
Init. | Limit. | R/E | D/E | Sec. | Act | Rec.

Orig to
Jan Wright
10/26

14. DATE
10/22/87

15. SIGNATURE OF APPROVING OFFICIAL
John T. Price

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

DELIVER TO: L. W. RULIEN

ORIGINAL 20
CREATED: 05/~~19~~/87 TIME: 11:38
SUBJECT: LEWISTON-ENTERPRISE HWY
PRINT DATE: 05/19/87 TIME: 12:02

To: Bob Hector
Region Engineer

From: Larry Rulien
State Highway Engineer

Subject: Lewiston-Enterprise Highway

I received a memo from Bob Bothman in which he states:

> "In pursuing my phone calls, I see a call from Senator Thorne expressing concern for our improvements on the Lewiston-Enterprise Highway.
>
> He was interested specifically in our short-term action plan for correcting what's apparently a bad condition this spring.
>
> He's also interested in the long-term effort to develop an all-weather road between Lewiston and Enterprise.
>
> Specifically, he wanted a run-down on the summer's activity.
>
> I'd appreciate it if you would expedite a follow-up response directly to Senator Thorne."

Please follow through with a response to Senator Thorne. If you have any questions, please give me a call.

cc Robert N. Bothman

May 20, 1987

Bob Hector's office called to say that he had spoken with Kathy Rock of Senator Thorne's office on May 19, concerning the Lewiston-Enterprise Highway.

Bob explained to Senator Thorne's office that a deep-base patch repair was being done now, and that by the middle of June it will be blade patched. He also indicated that it will be rough for trucks and encouraged participation in the Six-Year Highway Improvement Program.

Karen

cc: Robert N. Bothman

kkr

OREGON DEPARTMENT OF TRANSPORTATION — HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

FINAL

WEEK ENDING	May 16, 1987
PROJECT NAME (SECTION)	Forest Boundary-M.P. 25.83
CONTRACT NO	10114
HIGHWAY	Enterprise-Lewiston
COUNTY	Wallowa
F A PROJECT NO	FLH-F-83(3)
CONTRACTOR	Seubert Excavators, Inc.
KIND OF WORK	Grading and paving
DATE OF AWARD	Aug. 1, 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION	$ 2,125,345.60
ESTIMATED PROJECT COST	$ 2,030,000.00
ESTIMATED PERCENT OVERRUN/UNDERRUN	4 %

ENGINEERING

AUTHORIZATION	$ 185,000.00
COST THIS WEEK	$ 1,220.41
TOTAL TO DATE	$ 191,195.77
PERCENT OF AUTHORIZATION	103 %

FIRST NOTIFICATION DATE	Oct. 16, 1985
ESTIMATED DATE OF COMPLETION, OR	
SECOND NOTIFICATION DATE AND	Sept. 29, 1986
ESTIMATED SEMIFINAL SUBMITTAL DATE	May 13, 1987

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	9-30-86		N/A	N/A	yes

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	60,316CY	83,600TN	34,400TN			
EST. CORRECTED QUANTITIES	60,316CY	87,158TN	37,000TN			
EST. PERFORMED TO DATE	71,248	87,158	37,000			
PERCENT PERFORMED TO DATE	100	100	100			

ACTIVITIES THIS WEEK:

No Activity.

RECEIVED
MAY 1 . 1987
CONSTRUCTION SECTION

CE ___ AE ___ SPC ___ TC ___
CCE ___ OM ___ SA ___ CC ___
OE ___ FE ___ CP ___
CA ___ PQC ___
CAM ___ QCS ___
EEO ___ FILE ___

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

None.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Semi-Final submitted to Region Office on May 13.

PROJECT MANAGER (SIGN): Ronald A. Reisdorf

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 8-86)

CONSTRUCTION SECTION

10,114

OREGON DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING	May 9, 1987
PROJECT NAME (SECTION)	Forest Boundary-M.P. 25.83
CONTRACT NO	10114
HIGHWAY	Enterprise-Lewiston
COUNTY	Wallowa
F A PROJECT NO	FLH-F-83(3)
CONTRACTOR	Seubert Excavators, Inc.
KIND OF WORK	Grading and paving
DATE OF AWARD	Aug. 1, 1985
FIRST NOTIFICATION DATE	Oct. 16, 1985
ESTIMATED DATE OF COMPLETION, OR	
SECOND NOTIFICATION DATE AND	Sept. 29, 1986
ESTIMATED SEMIFINAL SUBMITTAL DATE	May 11, 1987
AVERAGE FORCE ON PROJECT THIS WEEK	SUPERVISORS: 0 WORKERS: 0
PERCENT CONTRACT WORK COMPLETED	100 %

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION	$ 2,125,345.60
ESTIMATED PROJECT COST	$ 2,115,242.18
ESTIMATED PERCENT OVERRUN/UNDERRUN	%

ENGINEERING

AUTHORIZATION	$ 185,000.00
COST THIS WEEK	$ 1,013.53
TOTAL TO DATE	$ 189,975.36
PERCENT OF AUTHORIZATION	104 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	9-30-86		N/A	N/A	yes

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	60,316CY	83,600TN	34,400TN			
EST. CORRECTED QUANTITIES	60,316CY	87,158TN	37,000TN			
EST. PERFORMED TO DATE	71,248	87,158	37,000			
PERCENT PERFORMED TO DATE	100	100	100			

ACTIVITIES THIS WEEK:

No Activity.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

None.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Working on semifinal.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)

Ronald A. Rudolf

734-3001 (REV. 8-86)

CONSTRUCTION SECTION

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 23, 1987

In Reply Refer To
File No.:

PRO

The Honorable Mike Thorne
State Senator
S219 State Capitol
Salem, OR 97310

After its construction during the 1950's, the Enterprise to Lewiston Highway suffered a serious breakup in the Spring of 1983; in places, several hundred yards of asphalt highway simply turned into mud.

A contract project was quickly assembled and the 12-mile section, between the Forest Boundary and Buford Ridge was rebuilt that year at a cost of $2,600,000.

In 1985 another 8½-mile section was rebuilt at a cost of $2,100,000.

There are two major sections of the highway which need rebuilding. One is the portion down Buford Grade toward the Grande Ronde River on the north end and the section from Enterprise to Swamp Creek Road on the south end. As the Wallowa County Court points out, the southerly section is the most important and in the most need of attention. The project is not identified for construction in the Six-Year Highway Improvement Program; however, it is under development. The section is 17.4 miles in length and estimated to cost $2,000,000.

The Six-Year Program assigns a quantity of federal-aid funds for future fiscal years in the program. Our Region 5 Engineer has recognized the need for this project and has recommended it as one for consideration during the program update next spring.

The Wallowa County Court should speak to their priority during the next Six-Year Program Update. Our Region 5 Engineer Robert Hector will contact the Wallowa County Court when the Six-Year Program Update hearing is scheduled next spring.

Robert N. Bothman
Director

bc: Larry Rulien
Gary Potter
R. D. Hector

RDH:lm kkr rw

Jennifer: Please send via the facsimile machine ASAP to Region 5.

Return original copy to me with confirmation receipt.

The facsimile phone # is

963-0249

MIKE THORNE
UMATILLA, UNION AND WALLOWA COUNTIES

REPLY TO ADDRESS INDICATED
☑ Senate Chamber
Salem, Oregon 97310
☐ Holdman Route, Box 505
Pendleton, Oregon 97801

OREGON STATE SENATE
SALEM, OREGON
97310

April 7, 1987

Mr. Robert N. Bothman
Director, Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Bob:

Enclosed is a copy of a letter I received from the Wallowa County Court which describes a serious problem that exists on Highway 3.

The importance of this route to the agricultural and timber industry is paramount, and by way of this letter, I am asking that your Department review and consider the request in light of the upcoming workload for this construction season.

Please don't hesitate to contact me as soon as you have some ideas relative to how you might respond, as I look forward to working with you and the County in an attempt to maintain the integrity of this vital transportation link.

Thank you for your cooperation.

Sincerely,

Mike Thorne
State Senator

MT:kr

cc: Wallowa County Court
Mr. Don Peterson

Enclosure

RECEIVED
STATE HWY ENGR
APR 10'87
REFER TO
R. N. Hector
FOR
Info | Invest | R/D | D/R | Sign | Act | File
X

RECEIVED
DOT DIRECTOR
APR 0[illegible]
REFER TO
Pulliam
FOR
Info | Invest | R/D | D/R | Sign | Act | File
X

WALLOWA COUNTY COURT

Office of the Judge
Phone:503-426-3586
P.O. Box E

State of Oregon

Enterprise, Oregon 97828

April 1, 1987

Senator Mike Thorne
Room S219 - State Capitol
Salem, Oregon 97310

Dear Mike:

Because Highway #3 in Wallowa County which runs north from Enterprise to the Washington border has been deleted from the federal aid to secondary road projects and deleted by the Oregon Department of Transportation as one of the highways to be repaired and improved in the next six years, the Wallowa County Court is requesting that you consider emergency funding for the repair of this highway from Enterprise to Snow Hollow Hill, a distance of approximately 15+ miles.

This is a major route for grain deliveries out of Wallowa County. The Wallowa County Grain Growers in the next 30 to 45 days will be shipping 7,000 tons of grain and they usually ship out 3,000 to 5,000 tons in the fall of each year to the Lewiston port area. We estimate that farmers in Wallowa County ship out an additional 6,000 to 7,000 tons over this same route during the year.

Helicopter logging is being conducted on the burn areas and this has increased logging truck traffic which is deteriorative to this highway. Highway closure forced decking of logs, longer load time and distance for this heli-logging operation.

Rogge Lumber, Wallowa, sends about 2,040 truck loads of chips per year over this route to Potlatch mill in Lewiston; Sequoia Forest Industries sends about 1,014 loads, or 15,470 dry tons of chips, over this highway each year, plus several logging contractors such as Kellerman, Dougherty, and various gypos haul over this route.

We feel this is a major lifeline for Wallowa County's economic well-being and that the improvement of this road in the near future is a must since it breaks up badly each spring and particularly so when we have had a bad winter. This necessitates the State Highway Divison placing load limits on the road during the time when grain would ordinarily be transported over this route.

We therefore are requesting you to give consideration to emergency funding or funding of some type which would reinstate this highway as

one of the major projects to be accomplished in the near future.

Sincerely yours,

WALLOWA COUNTY COURT

Judge

Commissioner

Commissioner

LGC:sp

cc: Donald L. Peterson, President
Wallowa County Chamber of Commerce
PO Box L
Enterprise, Oregon 97828

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: December 5, 1986

In Reply Refer to File No. CON 5
10114

TO: Oregon Transportation Commission

AGENDA
DEC 18 1986
14

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Forest Boundary-M.P. 25.83 Section
Enterprise-Lewiston Highway, Wallowa County
Contract No. 10114

This project has been completed and the need for an increase in the project authorization has become apparent. The final cost is anticipated to exceed the amount authorized by $154,000 or 7.8 percent.

The project provided for widening the section and overlaying the existing pavement. In order to restore the crown section, a significant amount of leveling had to be performed, which caused the paving items to overrun by nearly $55,000. The general excavation item also overran the quantity estimated by more than $41,000.

The hours estimated for pilot cars and flagging were inadequate to direct traffic during construction. These two items exceeded the amount estimated by more than $32,000.

Engineering also cost more than provided for in the authorization. The work is approximately 90 miles from the Project Manager's office and per diem expenses and/or travel time was necessary. This item is expected to overrun by nearly $45,000.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $154,000 to a new total of $2,125,345.60. This matter will be on the consent calendar for the December 18 meeting.

cc: Fred Miller
Fran Neavoll
C. O.Fredrickson
V. E. Skoog
R. D. Hector
George Bell

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5
10114

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: December 5, 1986

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Forest Boundary-M.P. 25.83 Section
Enterprise-Lewiston Highway, Wallowa County
Contract No. 10114

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Engineering also cost more than provided for in the authorization. The work is approximately 90 miles from the Project Manager's office and per diem expenses and/or travel time was necessary. This item is expected to overrun by nearly $45,000.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $154,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: R. D. Hector
R. A. Reisdorf
B. M. Walton
Don Trout

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
DEC 2 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125.1367

10,114

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: November 14, 1986

In Reply Refer to File No.:

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5
10114

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

NOTED
LARRY RULIEN

SUBJECT: Request Contract Acceptance
Federal-aid Project No. FLH-F-83(3)

Contract 10114, Work Completed September 29, 1986

Project Forest Boundary-MP 25.83

Highway Enterprise-Lewiston

County Wallowa

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 1, 1986

Dale E. Wilken
Division Administrator

BMW:mk

cc: L. Rulien
C. O. Fredrickson
R. D. Hector
B. M. Walton

CPC/FL4

RECEIVED
DEC 23 1986
OREGON DIVISION

RECEIVED
NOV 14 1986
OREGON DIVISION

RECEIVED
STATE HWY ENGR
DEC 22 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Insp | Sgt | File

734-2023 (2-85)

10.114

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

October 10, 1986

In Reply Refer to
File No.:

U. S. Department of Labor
Wage & Hour Division
1220 SW Third Ave.
540 Federal Bldg.
Portland, OR 97204

CON 3

Attn: Ralph Knipe

Forest Boundary-M.P. 25.83
FAP No. FLH-F-83(3)
Contract No. 10,114
Alledged Fair Labor
Standards Act Violations

Attached, for your further review and/or action, are copies of certified payrolls from Debco, Inc., a subcontractor on the above project.

This project was let on August 1, 1985 to Seubert Excavations, Inc., P.O. Box 57, Cottonwood, ID 83522. As you are aware, Davis-Bacon did not cover flaggers until October of 1985.

Please let me know if you need additional information.

J. L. Widmer
EEO, MBE, and Labor Compliance Officer

JLW:sc

10102s

bc: Larry Rulien
Jack Sollis
Robert Hector
Ron Reisdorf
Thomas Jones, Jr.

RECEIVED
STATE HWY ENGR
OCT 13 '86
REFER TO
FOR
Init. | Inv'd | R/D | D/R | Sign | Act | File

734-2023 (2-85)

jc cc: OSHD (Rulien) STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Wallowa	Oregon

IN COMPANY WITH

R. Reisdorf, Project Manager; OSHD and J. Klamerus, Trainee; FHWA

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
7-17-86	D. B. Carter, Area Engineer	FLH-F-83(3)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	S.C.D. 9-30-86 %	48 %

FOREST BOUNDARY - M. P. 25.83 SECTION
ENTERPRISE - LEWISTON HIGHWAY
Grading & Paving

NOTED
W. E. SCHWARTZ

RECEIVED
STAT HWY ENGR
AUG 5 '86
REFER TO
Fredrickson
Info | Invest | R/D | D R | Sign | Cr

WORK COMPLETED

The grading is essentially complete.
The aggregates have been produced.
The shoulder widening is essentially complete.

WORK IN PROGRESS

Miscellaneous drainage work.

COMMENTS

Several soft spots have been identified in the existing road. These areas will be corrected by the contractor prior to paving. The project agreement estimate contained $50,000 in the retained in reserve status for this work. The work will be accomplished by extra work.

Inspection Report No. 2 indicated that a significant quantity of base aggregates had been placed and that compaction had not been obtained on this material. The contractor changed construction techniques and has since obtained compaction. The failing material was reworked and compaction was obtained after the reworking was complete.

A price agreement was initiated to allow the use of a belt scale for measurement on the base aggregates. Frequent check weights

Form FHWA-1446A
(Rev. 2-84)

done on a platform scale at Enterprise indicate close correlation with the belt scale. The close check of the weights indicate that the belt scale was making suitable measurements of the base aggregates. No further documentation of the use of the belt scale for measurement of this item is considered necessary. A vehicle scale will be used to measure the paving items. It is recommended that belt scales not be allowed for use for measurement for payment purposes on future projects.

Mr. Reisdorf is commended for the rapid action taken to resolve the above two issues.

The mitigating archeological work which has become necessary due to the grubbing work done in a no work area still remains to be done. This work could delay paving in this area. Mr. Reisdorf is working toward the early resolution of this matter.

- DBC -

ROUTING SLIP—DEPT. OF TRANSPORTATION | Date:

Director	Industrial Engineers	Public Affairs
Asst. Dir.-Administration	Information Systems	Public Transit
Accounting (Highway)	Labor Relations	Radio
Administrative Services	Landscape	Records Management
Aeronautics	Library	Right of Way
Bridge	Location	Safety & Health Services
Chief Counsel	Mail Room	Sign Shop
Commission Services	Maintenance	State Highway Engineer
Construction	Materials & Research	Technical Services Eng.
Data Processing (Trans. Bldg.)	Motor Vehicles	Traffic Signal Unit
Employee Development	Organization & Manpower Services	Traffic
Engineering (Design)	Parks & Recreation	Travel Information
Environmental	Permits & Weighmaster	Utilities
Equipment Shops & Storeroom	Personnel Operations	Metropolitan
Finance (DOT)	Photocopy	Region Number _____
FHWA	Policy & Planning	District Number _____
General Files	Project Management & Operations Planning	Resident Engineer _____

RECEIVED
STATE HWY ENGR
JUN 17 86
REFER TO
FOR
Init. | Sig. | Date | Sig. | Date | Sig. | Date | File

ATTENTION:

Ed Hunter

FROM:

ENVIRONMENTAL SECTION Cam

COMMENTS: F.Y.I. (No action needed)

Project is located on U.S. Forest Service land

Form 731-0022 (6-81) SP*86790-734

OF TRANSPORTATION

TELEPHONE CONVERSATION RECORD

FILE CAM

☐ I CALLED. ☐ IN PERSON
☐ THEY CALLED

NAME OF PERSON TALKED WITH: Ron Reisdorf / Bruce Womack + others.

TIME:

DATE: 5 June 86

ORGANIZATION: OSHD / USFS

TELEPHONE NO.:

SUBJECT: Forest Bndry - M.P. 25.83

(1) Contractor / Subs have twice disturbed arch. site 3N 44E 1/11-1 after adequate advance notice to avoid the site.

(2) USFS (Womack) is demanding mitigation in the form of testing + data recovery.

(3) Feeling that further disturbance was an illogical response to illegal disturbance I asked Pettigrew, Eilsen + Womack why this form of mitigation - all agreed it was routine, illogical and the only mitigation available

NOTED S. HUNTER

(4) Cam + I discussed and concluded that USFS had us over a barrel and we should accede to their demand. (Job is under contract w/ Sept. finish date)

(5) I instructed Reisdorf to arrange with Womack for ~~a survey~~ testing since we could not respond in the 2nd weeks that Reisdorf felt the contractor could be shut down.

(6) Womack wants to cite contractor. Reisdorf felt this was appropriate since they had more than adequate warning.

Something the Project Manager will be responsible for through normal procedures

SIGNATURE

731-0158 (8-81)

bi 10 1 1 cc: OSHD (L. W. RULIEN) STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Wallowa	Oregon

IN COMPANY WITH
R. Reisdorf, Project Manager, OSHD; R. Arnold, Environmental/Safety Coordinator, FHWA Oregon Division

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
May 22, 1986	David B. Carter, Area Engineer	FLH-F-83(3)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Unsatisfactory	Satisfactory	See Below %	16 %

FOREST BOUNDARY - M.P. 25.83 SECTION
ENTERPRISE - LEWISTON HIGHWAY
Grading and Paving

RECEIVED
STATE HWY ENGR
JUN -6 '86
REFER TO Fredrickson FOR
Info | Maint | R/D | S/R | Util | Proj | Adm

NOTED
W. E. SCHWARTZ CY 6/9

Work Completed

Grading	68 percent complete
Base Aggregates	15 percent complete

Work in Progress

None. The weather was too wet to work.

Comments

The subcontractor has done some grubbing work in an area which was clearly marked as a no work area due to the archaeological significance of the area. Discussions have been held with the Forest Service to determine the mitigation which will be required. All mitigation costs will be borne by the contractor.

The waste area within the project limits has already received over 10,000 cubic yards of material even though the grading is not yet complete. Mr. Reisdorf indicated that the contractor has been cautioned on several occasions not to overuse the disposal area until the embankments required on the project have been completed. No compensation will be allowed to the contractor if it becomes necessary to handle the material which has been wasted a second time.

Mr. Reisdorf indicated that the contractor has been shut down more than once for lack of proper traffic control devices and the handling of traffic thru the project. This area continues to be a problem and actions are being taken to improve this phase of the work.

*U.S. GPO: 1985-466-568

The contractor has placed approximately 15,000 tons of base aggregates to date. The density test results were reviewed and were found to be failing for all of the material placed to date. It was suggested that no further material be placed until the compaction problem was addressed and solved.

The contractor is using a belt scale to measure the tonnage for payment for the base aggregates. The use of belt scales had been previously cleared by the Project Manager with both the Region office and the Construciton Section. The Standard Specifications are not clear as to whether belt scales are permissible for measurement for payment. However, the Construction Manual strongly suggests that belt scales not be used for payment purposes because of the inconsistencies that have been observed in their previous use. Check weights of loaded trucks had not yet been done on the project. It was suggested that 1) check weighing be started immediately with the frequency being dependent on the check weight results, 2) that belt scale weighing be stopped if the check weighing procedure results were not within the specified tolerances, and 3) that this weighing process be documented in accordance with the instructions contained in the Construction Manual and that the associated price agreement only include the item presently being weighed. Mr. Reisdorf indicated that the Emulsified Asphalt Concrete Mixture and related items would be weighed on a vehicle scale.

Any costs associated with the use of the belt scales are considered to be included with the bid item being measured as would be the case had vehicle scales been furnished, and so, any payment made for additional compensation for use of the belt scales would be non-participating.

It is recommended that the specifications be modified to clearly indicate that belt scales are not to be allowed for measurement of quantities for payment purposes.

This contract has a specified completion date of September 30, 1986. The contractor is expected to complete the project within that date, and so, the progress of the project has been listed as satisfactory.

The contractor started work on April 3 clearing right-of-way. A shut down order was issued the same day as a permit-of-entry had not been obtained to operate on Forest Service lands. However, the project also contains other lands and the contractor was able to begin work on those lands. The contractor was able to begin work on Forest Service lands on April 15, 1986.

The quality of the work has been listed as unsatisfactory because of the contractor's failure to achieve compaction on the base aggregates and the lack of check weighing to verify the weights being obtained on the belt scales. The belt scales had been initially checked and sealed. These items were discussed with the contractor by the Project Manager on the same day as this inspection and positive corrective action is being taken. I have also discussed these items with Warren Richards, Region 5 Construction Engineer. It is fully anticipated that the unsatisfactory rating will not be long standing and that the quality of the work will be satisfactory when work resumes on the project.

10117

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Rt. 3, Box 3575
La Grande, OR 97850

In Reply Refer to
File No.:

April 3, 1986

Seubert Excavators, Inc.
P. O. Box 57
Cottonwood, ID 83522

RE: Permit of Entry
Forest Boundary MP 25.83
Enterprise-Lewiston Hwy.
Wallowa County
Wallowa

Please be advised, as per my telephone call to Tom Reiner of this date, that no work will be allowed on this project except for the material source until notified by this office. Please notify any sub-contractors that may be affected by this notice.

A meeting with the Forest Service this morning has turned up the fact that there has been no Permit of Entry issued for this project. Until the permit is issued, no work will be done along the roadway. This process will be expedited, but may take as long as 2 weeks to complete.

Also, prior to actual construction, your company and this office must complete a fire plan to be given to the Forest Service. This will take only a short time and in no way is this connected to the Permit of Entry.

If you have any questions about this matter, do not hesitate to contact this office.

Ed Neilsen
Project Manager

cc: Region
File

EMN:bt

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Rt. 3, Box 3575
La Grande, OR 97850

In Reply Refer to
File No.:

April 4, 1986

Seubert Excavators, Inc.
P. O. Box 57
Cottonwood, ID 83522

RE: Shut-Down Order
Forest Boundary MP 25.83
Enterprise-Lewiston Hwy.
Wallowa County
Wallowa

This letter will amend the shut-down order written April 3, 1986 regarding the stoppage of work on the above project.

The shut-down order will not affect the area between Station 217 to Sta. 266, which is outside of the forest lands. Work may resume in this roadway area only.

This order does not affect the proposed material source, which has a valid mining permit.

Ed Neilsen
Project Manager

cc: Construction
Contract Payments
Region
File

EMN:bt

Form 734-3122

August 16, 1985

CON 5
#10,114

Seubert Excavators, Inc.
604 King Street
Cottonwood, ID 83522

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 10,114 for work on the Forest Boundary-M.P. 25.83 Section of the Enterprise-Lewiston Highway in Wallowa County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

are

Enclosure
cc: Wausau Insurance Companies
Attn: Darrell
P.O. Box 5613
Boise, ID 83705

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Ed Neilsen

SEUBERT EXCAVATORS, INC.

P.O. Box 57
Cottonwood, Idaho 83522

(208) 962-3314

July 26, 1985

Mr. Robert W. Gormsen
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

Re: Forest Boundary - M.P. 25.83
Enterprise - Lewiston Highway

Dear Mr. Gormsen,

This letter will confirm our MBE/WBE requirements on the above referenced project.

1) MBE Goal - 4% of $1,685,807.20 = $67,432.28
MBE Subcontractor - HOO-PAH Construction Company
924 Vista #17
Lewiston, Idaho 83501
(208) 743-4433

Item No. 9 - General Excavation
60,316 C.Y. @ $3.80 per C.Y. = $229,200.80

2) WBE Goal - 1% of $1,685,807.20 = $16,858.07
WBE Subcontractor - Barricade Sign and Safety
NW 218 Sunrise Drive
Pullman, Washington 99163
(509) 334-3906

Item No. 1 - Mobilization - Lump Sum	=	$ 4,168.00
Item No. 5 - Flaggers - 1,300 hours @ $13.06	=	$16,978.00
Item No. 6 - Pilot Car - 200 hours @ $19.33	=	$ 3,866.00
TOTAL	=	$25,012.00

If you have any questions, please give me a call.

Sincerely Yours,

Thomas C. Riener

Thomas C. Riener
Office Manager

TCR:mcl

RECEIVED
JUL 29 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01962

SECTION: FOREST BOUNDARY-SWAMP CREEK ROAD

REGION: 5

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
11	ENTERPRISE-LEWISTON	FROM 17.4 TO ~~33.0~~ 25.8	~~16.4~~ 8.4

☐ URBAN ☒ RURAL | CITY | COUNTY: WALLOWA | ROAD STREET NAME

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
ORE 3	FAP 83	

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$ 160
RIGHT OF WAY		$ -
ROADWAY	$ ~~3010~~ 1550	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ ~~90~~	
	$	
40% ENGINEERING & CONTINGENCIES	$ ~~1300~~	
TOTAL CONSTRUCTION		$ ~~4400~~ 2,200
TOTAL ESTIMATE		$ ~~4560~~ 4,350

PROJECT DATA

GRADING	(✓)	X
PAVING	(✓)	X
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	6/7
WORK TYPE	(1-12)	2/4

RIGHT OF WAY

FILES	(#)	-
ACRES	(#)	-
RELOCATIONS	(#)	-

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	-
RIGHT OF WAY ACQUISITIONS	(S,C,A)	-

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☒ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	2/~~85~~ 84	PLH/FH/FAP	1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	-	-
SIGNALS (#)	-	-
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	280	420
YEAR OF AVERAGE DAILY TRAFFIC	1983	2000

DEFINE THE PROBLEM

Entire roadway structure is failing rapidly due to increased truck traffic. Maintenance of the section is beyond capability of State Forces. Various segments of the section do not meet standards for horizontal and vertical alignment.

PROPOSED SOLUTION

Reconstruct segments of section to meet standards for horizontal and vertical alignment and overlay with minimum of 4 inches AC wearing surface, allow 1 inch for leveling.

REQUESTED, DIST. HWY. ENGINEER: X /s/ Hector	DATE 8-2-83	5/28/85		
APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X	DATE			
APPROVED, ASST HWY ENG. FOR ADMINISTRATION: X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01962

SECTION: FOREST BOUNDARY-SWAMP CREEK ROAD

REGION: 5

PROJECT JUSTIFICATION

This section of roadway has exceeded the expected design life and is failing rapidly. Major contributing factor is increased truck traffic from Enterprise area to Lewiston, Idaho and other destinations. It is apparent this traffic will continue because of increased Forest Product manufacturing at Lewiston and anticipated increase of forest product harvest in Wallowa County.

This route is a vital transportation link from Wallowa County to Idaho and Washington which contributes to the economic climate of the area. Also, it is noted the route may be more popular because of the increased weight/mile tax.

This project meets the Division's goal of maintaining the existing highway system.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01962

SECTION: FOREST BOUNDARY-SWAMP CREEK ROAD

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	~~S~~ N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	E	DETOUR	N	BORROW SOURCE	~~S~~ N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	~~S~~ N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

COMPANIES

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS
						45	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				4			11	×	11			4				
				3			12		12			3				
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Open Graded Emulsion	4"	4" min			
Aggregate Base & Leveling	17"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 5-28-85

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01962

SECTION: Forest Boundary-Swamp Creek Road (Amended)

REGION: 5

ESTIMATED RIGHT-OF-WAY IMPACTS

The bulk of the 16.4 miles of reconstruction work will be accomplished within the existing right-of-way, with the exception of a 1½ mile segment where the addition of a climbing lane will require the acquisition of approximately three acres of right-of-way for fill slopes. The proposed acquisition would be acquired equally from three large parcels (USFS and two private ownerships). The remainder parcels would not be adversely affected.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None: This is a restoration project aimed at rejuvenating a section of highway that is breaking up under increased used by heavy trucks hauling timber products. The project would not produce any changes in land use and all work is consistent with the County Land Use Plan. No new lands are accessed by the proposed reconstruction.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

This highway is a Federal-Aid primary route serving the northeast corner of Oregon and linking it with areas of Washington and Idaho. It is vital to the movement of timber products between these areas as well as serving local needs. The project would maintain these existing patterns and would improve safety by the elimination of broken pavement, holes, and soft areas. The passing lane would eliminate a historic slow-moving vehicle bottle

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES nec

An adjacent stream would not be affected by the project. The climbing lane portion of the project would involve the removal of a number of coniferous trees currently growing immediately adjacent to the roadway. Most are second growth stands dating from the previous highway improvement in 1949. Most are also within the existing right-of-way.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None: Where trees require removal, remainder parcels are also forested, so the forested scenic value would remain unaffected.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None: The existing deteriorating roadway is threatening the safe movement of traffic which comprises an important element of the local economy. Therefore, the proposed restoration project is supported by local residents and agencies. The climbing lane is necessary to facilitate the safe movement of traffic around slow-moving trucks.

RECOMMENDED PROJECT CLASSIFICATION

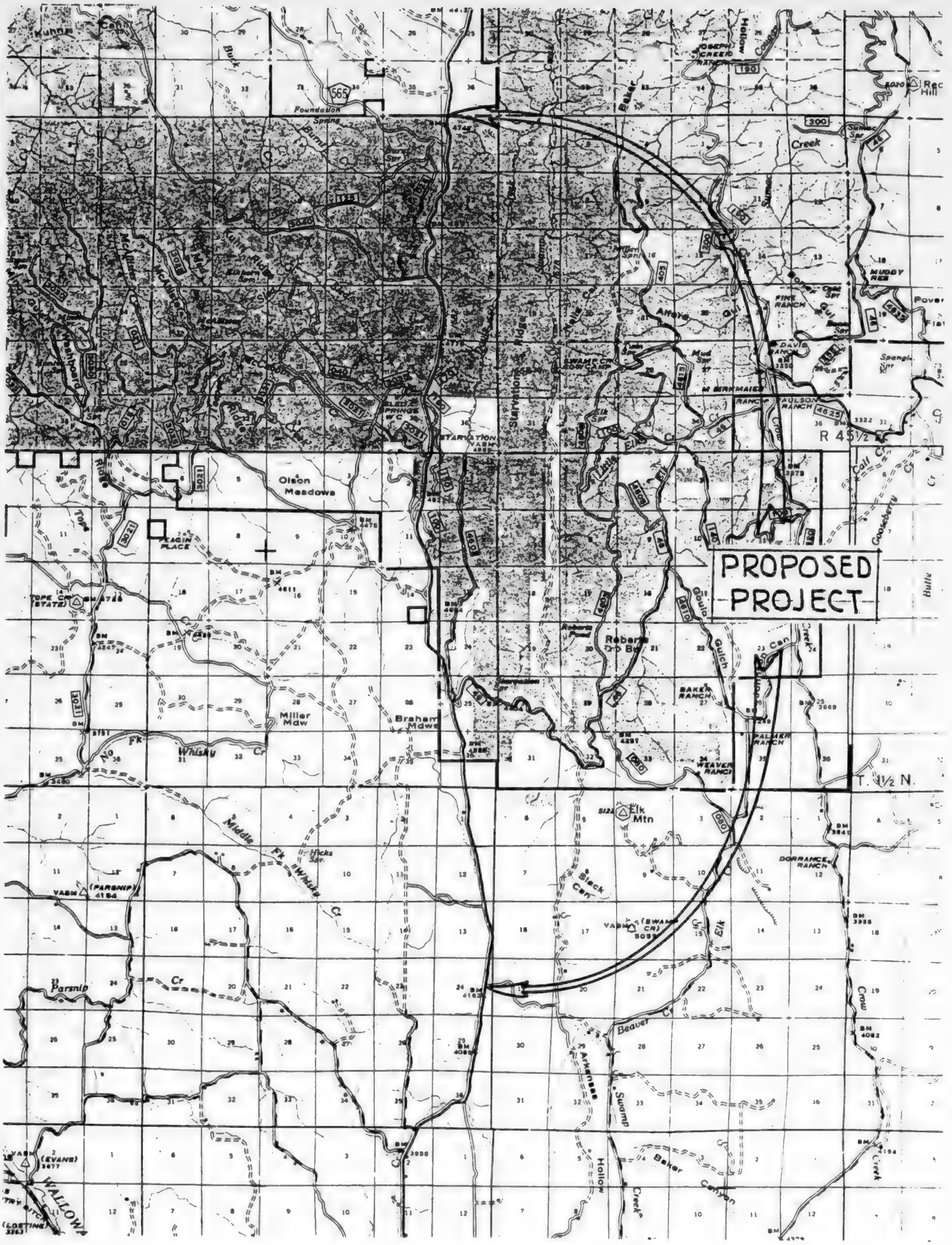
- ☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
- ☒ CLASS 2 (CATEGORICAL EXCLUSION)
- ☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed 16.4 miles of reconstruction is restorative in nature and would require approximately three acres of right-of-way over a 1½ mile segment of proposed climbing lane. Some minor tree clearing will also be required. No other adverse human or physical environmental impacts are anticipated.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	FEB 25 1985

734-1813 (7-82)


PROPOSED PROJECT
R 45½ E.
T. 41½ N.
Olson Meadows
Miller Mdw
Braham Mdws
Elk Mtn
Parsnip
WALLOWA
Starvation Ridge
Burnt Creek
Whisky Cr
Middle Fk Whisky Cr
Beaver Creek
Crow Creek
Gooseberry Creek
Hollow Creek
Baker Canyon
Swamp Creek
Robert Bar
Gould Gulch
Joseph Creek Ranch
Davis Ranch
Paulson Ranch
Fine Ranch
Baker Ranch
Palmer Ranch
Weaver Ranch
Dorrance Ranch
Foundation Spring
Burnt Spr
Hicks Spr
Mud Spr
Spanish Spr
Muddy Res
Rec Hill
Kuhnhausen Camp
Top Camp
Tope Cr (State)
Parsnip (Parsnip) 4184
Evans (Evans) 3677
Lostine
Whisky Fk
Whisky Cr
Swamp Cr (Swamp Cr) 5031
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Con 21. a.
Enterprise.
Lewiston

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Memo to Files

DATE: May 8, 1985

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Forest Boundary to Swamp Creek Section
Enterprise/Lewiston Highway
Wallowa County

The Road Design request to increase the funding with primary funds to add 1.3 miles to this project was approved by the Contract Schedule Committee.

GAP:me
cc: E. S. Hunter
R. N. Bothman
W. E. Schwartz
D. O. Christensen
R. C. Pool
Hank Wakerlig
Rich McSwain
Bob Hector

cc: B Gettis

REFERRED TO
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..... Layton ..... Erikson ..... Gettis
..... Baker ..... Anderson .....
..... King ..... Bedford ..... Leu .....
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By FINAL DESIGN ENGINEER

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RECEIVED
ROAD DESIGN SECTION

81-125-1387

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STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: April 23, 1985

FROM: Duane O. Christensen
Road Design Engineer

SUBJECT: Forest Boundry-Swamp Creek Road
Enterprise-Lewiston Highway
Wallowa County

Dale Wilken's letter of April 16, 1985 identified $2,094,000 of FLH funds that would lapse on September 30, 1985 based on information contained in Gary Potter's Memo of Alpril 12, 1985.

At the time of Gary Potter's report, the subject project was being carried in the PCS report as a $4.4 million project with right-of-way required and a ready date of December 5, 1985. Since that time the project has been reviewed and scaled back to a $2.2 million project within the national forest boundary, which was approved by the Contract Schedule Committee on April 5, 1985. The scaled back project does not require any right-of-way and can be contracted in July, 1985.

In summary, the following are the project alternatives:

	Alt. #1 Orig. Project	Alt. #2 Scaled Back Project
Length, Miles	16.4	7.15
Right-of-Way, Acres (Boise Cascade)	4.5	None
Estimated Cost	$6.2 Million	$2.2 Million
Available FLH Funds	$2.2 Million	$2.2 Million
Contract Date	Dec. 1985	July 25, 1985

There is 0.38 of a mile more of highway in national forest lands, however, there is 0.94 mile of highway in private ownership in between it and the alternate 2 section. It is estimated that the 0.94 mile could be constructed with $356,000 of FAP funds and the 0.38 mile with $144,000 of FLH funds. Assuming we continue to get good bids, we very likely

NOTED
E.S. HUNTER
4-23-85

81-125-1367

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

April 16, 1985

IN REPLY REFER TO

HDA-OR/116.3

Mr. H. S. Coulter, State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

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Dear Mr. Coulter:

Status Report of Federal Funds as of March 31, 1985
(Mr. Potter's Interoffice Memo to Reg Engrs & Sec Heads, 4-12-85, PRO)

Having reviewed the subject report prepared by the Highway Division Program Section, we believe it appropriate to call to your attention the limitations on availability of several categories of the funds which are shown to have projected unobligated balances on September 30, 1985. The categories and their limitations are as follows:

1. Interstate Transfer (177) - Projected unobligated balance September 30 is $17,604,000. The FHWA Notice N4510.179 of March 13, 1985 indicates that any FY 1984 funds unobligated on September 30 will lapse, and any FY 1985 funds unobligated on September 30 will be withdrawn and will be reapportioned. All of the $17,604,000 remaining balance will consequently lapse or be withdrawn and reapportioned on September 30.

2. Interstate Transfer (178) - Projected unobligated balance September 30 is $4,211,000. The FHWA Memorandum HFS-10 of December 14, 1984 indicates that if these funds cannot be obligated this fiscal year, we are to notify Headquarters so that a redistribution of the remaining allocated funds and the balance of the obligation authority for those funds can be made.

3. Public Lands - Projected unobligated balance September 30 is $2,094,000. The FHWA Memorandum HNG-12 of October 9, 1984 indicates that if these funds cannot be obligated in FY 1984, the Headquarters should be immediately notified. Presumably, these funds and the related obligated authority would be withdrawn and redistributed to projects in other States which can be obligated in FY 1985.

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With less than half of FY 1985 now remaining, it is timely to consider what corrective actions may be possible to avoid withdrawal or lapse

of these funds. In the case of Interstate Transfer (178) and Public Lands we are likely to receive inquiry sometime prior to the end of the fiscal year about unobligated balances and plans for utilization. We will continue to monitor the progress of obligating the funds and are available to discuss the funding situation with you if you desire.

Sincerely yours,

Dale E. Wilken

Dale E. Wilken
Division Administrator

10,114

OCAC 21-4

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

C O N C L U S I O N S

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: FOREST BOUNDARY-SWAMP CREEK ROAD

DATE: APRIL 9, 1985

The State of Oregon (and local clearinghouses if listed) has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state or local government have been identified.

[X] Relevant comments of state agencies and/or local governments are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of state and/or local government:

- [ ] may exist.
- [ ] have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations are attached.
- [ ] have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

FEDERAL CATALOG #_____.

NOTICE TO FEDERAL AGENCY

THE FOLLOWING IS THE OFFICIALLY ASSIGNED STATE IDENTIFIER NUMBER:

OR 850226-073-2

Dolores Streeter
Clearinghouse Coordinator

IPR #3

cc:FHWA

Finalog

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Wallowa County

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

STATE AGENCY REVIEW

Project Number OR 850226-073-2 Return Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section.)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section.)

(X) Additional comments for project improvement. (Attach if necessary.)

If the project would require the removal, fill, or alteration of 50 cubic yards or more of material within the banks of the waterway(s) or wetland area(s), we urge the applicant to apply for state removal or fill permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone: 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands

IPR #2

Phone Number 8-5220

DATE: April 5, 1985 PRO

TO: Oregon Transportation Commission

FROM: H.S. Coulter
State Highway Engineer

SUBJECT: Identification of three new projects, addition of funds to an existing project and deletion of one project from the Six Year Program

On your Agenda at the April 17 meeting will be a request to identify the following three projects for funding in the Six-Year Program.

SECTION: Pacific Highway (Medford Viaduct)
HIGHWAY: Pacific
COUNTY: Jackson
PROGRAM YR: 1985 Construction
FUNDING: I-4R
Total Estimated Cost: $ 70,000

DISCUSSION: The Medford Viaduct has a high accident rate during the winter months due to unexpected ice formations. This project will install an ice detection warning system on the Viaduct.

IMPACT: Funding available

SECTION: Forest Boundary - Swamp Creek
HIGHWAY: Enterprise - Lewiston
COUNTY: Wallowa
PROGRAM YR: 1985 Construction
FUNDING: FLH
Total Estimated Cost: $2,200,000

DISCUSSION: The proposal is to construct the section of highway within the National Forest boundary. Increased truck traffic has caused growing problems with the roadway.

Vertical and horizontal alignment are also below current design standards.

IMPACT: Funds have been made available since the Program was adopted.

SECTION: Pacific Highway (Peebles Road) Bridge No. 7735
HIGHWAY: Pacific
COUNTY: Lane
PROGRAM YR: 1985
FUNDING: HBR
Total Estimated Cost: $ 600,000

DISCUSSION: Shear cracks have developed full depth on the beams resulting in a load limitation being imposed. This proposal would replace the structure.

IMPACT: Funds are available.

The following is a request to add funds to the listed project:

SECTION: Castle Rock Bridge
HIGHWAY: Three Rivers
COUNTY: Tillamook
PROGRAM YR: 1985 Construction
FUNDING:

FHP - Available	$1,400,000
FAP or State - Additional	$ 500,000
Total Estimated Cost:	$1,900,000

DISCUSSION: Problems developed with a rock cut, increasing the cost of the project. Available FHP funds are not sufficient to cover the increased cost.

Federal Aid Primary funds will be used to cover the additional costs if available when the project is programmed. If not, then State funds will be used.

IMPACT: Federal Aid Primary or State funds will be available.

There will also be a request to drop the following project from the Program:

SECTION:	U.S.R.S. Main Canal "A" Bridge #1978
HIGHWAY:	Klamath Falls - Malin Highway
COUNTY:	Klamath
PROGRAM YR:	1985 Construction
FUNDING:	HBR
	Total Estimated Cost: $ 600,000

DISCUSSION: The sufficiency rating of this structure is higher than 50, therefore making replacement ineligible for HBR funds.

IMPACT: The HBR funds will be available for other projects to be identified.

cc: Fred D. Miller
R. W. Gorman
R. N. Bothman
E. S. Hunter
W. E. Schwartz
G. A. Potter
C. O. Fredrickson
D. O. Christensen
L. E. George
Cam Gilmour
R. C. Pool
V. E. Skoog
Region Engineers
George Bell

RFM:me rw

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Memo to the File

ORIGINAL SIGNED BY
GARY A. POTTER

DATE: April 5, 1985

FROM: Gary A. Potter, Manager
Program Section

NOTED
E. S. HUNTER

SUBJECT: Forest Boundary-Swamp Creek
Enterprise-Lewiston Highway
Wallowa County

The revised request following Road Design and Region analysis was approved by the Contract Schedule Committee. The recommended construction is to remain within the national forest boundary at an estimated cost of $2.2 million.

GAP:bkb
cc: E.S. Hunter
R.N. Bothman
W.E. Schwartz
D.O. Christensen
R.C. Pool
R.D. Hector

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CONTRACT SCHEDULE COMMITTEE
April 1986

REGION: 6

REQUEST: Approve the following project for the six year program.

SECTION: Forest Boundary – Swamp Creek
HIGHWAY: Enterprise – Lewiston
COUNTY: Wallowa
PROGRAM YR: 1986 Construction
FUNDING: FLH
Total Estimated Cost: $ 2,200,000

DISCUSSION: This project was presented to the March CSC, and referred to Road Design for further study. Their recommendations are to construct the section of highway within the national forest boundary.
Final Design estimates will be close to the available FLH funding amount.
Region 6 agrees with Road Designs recommendations.

RECOMMENDATION: Approve the request.

IMPACT: None

ACTION TAKEN:

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 6

TO: Gary Potter, Manager
Program Section

DATE: March 29, 1985

FROM: Bob Pool
Location Engineer

SUBJECT: Forest Boundary-Swamp Creek Road Section
Enterprise-Lewiston Highway
Wallowa County

NOTED
E. S. HUNTER

In regard to your Memo to the File of March 11, 1985 on the above subject, we have reviewed the proposed project and we have contacted Bob Hector, Region Engineer for Region 5.

The northerly section of the proposed project from M.P. 17.4 to M.P. 25.8 is all within the National Forest and is eligible for FLH funds. This section was estimated to cost $2,696,600 with a 20% contingency factor. Final Design felt they could come very close to $2.2 million with their final estimate. This would match the available FLH funds and the project would have logical termini.

Bob Hector agrees with this and we recommend the project scope be reduced to that indicated above.

Enclosure

cc E. S. Hunter
R. N. Bothman
W. E. Schwartz
Duane Christensen
R. D. Hector

DEK:RCP:ja

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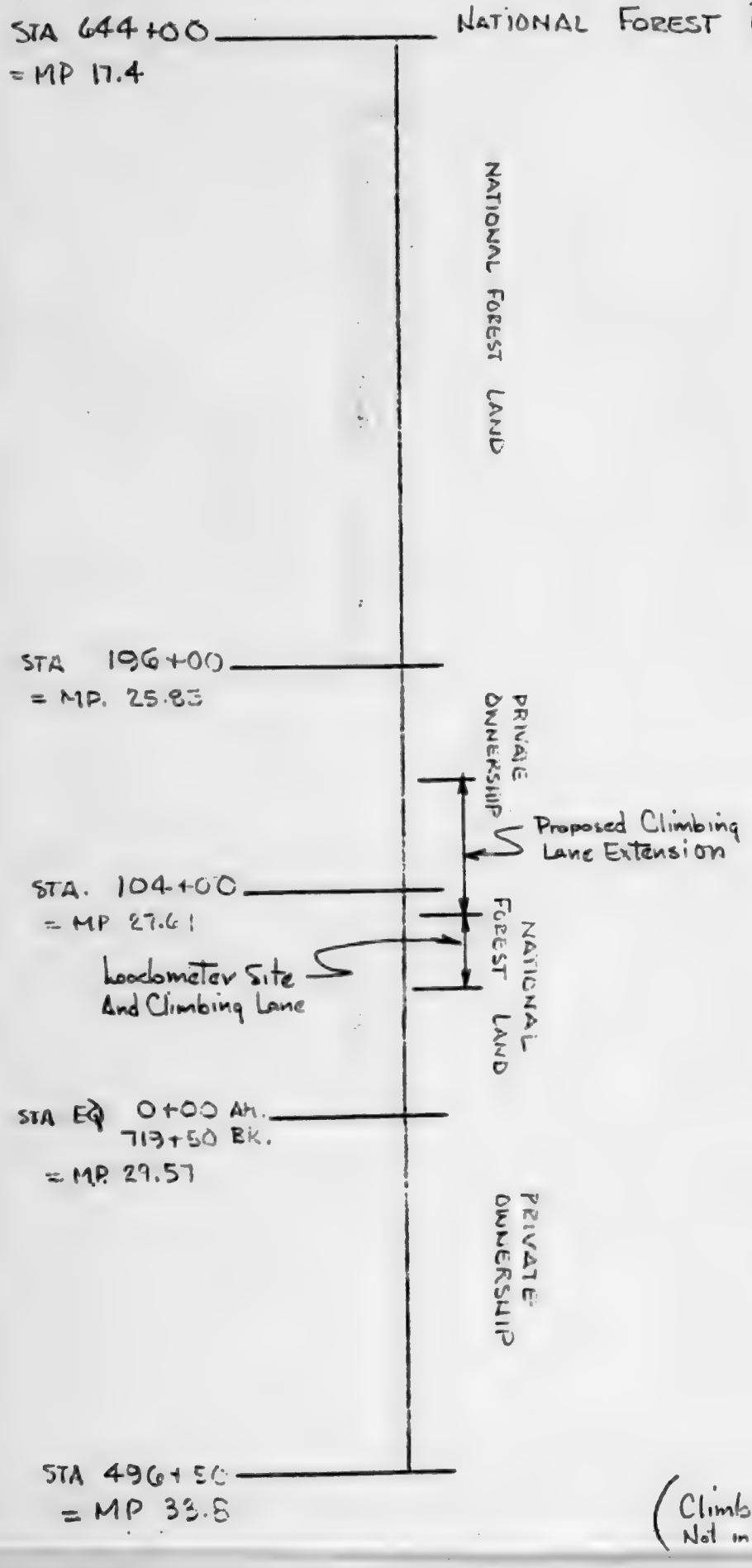
FOREST BOUNDRY — SWAMP CR. RD. WALLOWA COUNTY

DAVIS 10-84

ENTERPRISE - LEWISTON HWY.



STA. 196~ to 644~
SECTION EST. = $2,696,600

STA. 104~ to 196~
SECTION EST. = $630,400

STA. 0+00 to 104~
SECTION EST. = $709,100
(Includes loadometer site and climbing lane)
STA 88~ to 87+50

STA 467+50 to 719+50
SECTION EST. = $1,335,000

(Climbing lane Ext. Sta 87+50 to 150~ Est. = $210,000
Not in National Forest)

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Memo to the File

ORIGINAL SIGNED BY
GARY A. POTTER

DATE: March 11, 1985

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Forest Boundary-Swamp Cr. Rd.
Enterprise-Lewiston Highway
Wallowa County

The subject project was brought before the Contract Schedule Committee for a requested increase in $2,000,000.00 in FAP funds with $200,000.00 of state funds to raise the estimated cost to $4.4 million for the project.

The Contract Schedule Committee denied the request, and instead asked that the Location Unit review the total project to see that FLH funds and Primary funds were being utilized in the proper ratio.

There are no FAP funds available for fiscal year 1985, so the project will need to be reviewed and brought back to the Contract Schedule Committee at a future date when the Location Unit has reviewed the project.

GAP:bkb
Attachment
cc: (w/attachment)
E.S. Hunter
R.N. Bothman
✓ W.E. Schwartz
D.O. Christensen
R.D. Hector
R.C. Pool
W.H. Wakerlig
D.L. Trout

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 12 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

CONTRACT SCHEDULE COMMITTEE
March 1985

REGION: 5

REQUEST: Add the following project to the Six Year Program.

SECTION:	Forest Boundary - Swamp Creek Road	
HIGHWAY:	Enterprise - Lewiston	
COUNTY:	Wallowa	
PROGRAM YR:	1985 Construction	
FUNDING:	FLH funds :	$ 2,200,000
	FAP funds :	$ 2,000,000
	State funds :	$ 200,000
	Total Estimated Cost:	$ 4,400,000

DISCUSSION: Increased truck traffic has caused increasing failure of the roadway.
Region 5 recommends the reconstruction of several segments of the highway for vertical and horizontal alignment to meet current design standards. Also overlay with a minimum of 4 inches of A.C..
This project was identified in 1983 and approved for P.E. work at that time, with the intention of it being ready for construction when the FLH funds were approved. FLH funds were approved by Federal Officials in October 1984.

RECOMMENDATION: Identify limits of the project as to funding source and reduce the FAP funded portions where possible.

IMPACT: Negative impact on FAP funds, depending on the quantity of FAP funds identified.

ACTION TAKEN:

10,114

CON 21-1
Interpretive Center

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

155 Cottage ST N.E
~~376 STATE LIBRARY BLDG.~~ SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

Forest Boundary-Swamp Co. Rd
F-83(2)

Dept of Transportation
Notification of Intent to Apply for Federal Aid

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

Project # Enf - Lewiston Hwy ____ -Due Date: _____

To Agency Addressed: If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Fed 4019640 State 540360 4,560.000

PROGRAM REVIEW AND COMMENT

We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(X) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement.

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Badly Needed

BLUE MOUNTAIN
INTERGOVERNMENTAL COUNCIL
COURT HOUSE
ENTERPRISE, OR 97828

Agency

JOHN W. BECK
COORDINATOR
BOX E
ENTERPRISE, OR 97828

By John W Beck

3/1/83

Cob's Addressograph — DECONDEV

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: February 22, 1985

To: Executive Department
Federal-Aid Coordination Unit

ORIGINAL SIGNED BY
GARY A. POTTER

Blue Mountain Intergovernmental
Council
Wallowa County Courthouse
Enterprise, OR 97828

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 13
Section: Forest Boundary-Swamp Creek Road (F-83(2))
Highway: Enterprise-Lewiston Hwy. SR 3
County: Wallowa

In accordance with Presidential Executive Order 12372, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be April 9, 1985.

DDB:bkb
Attachments
bc: D.E. Wilken, FHWA
✓R.N. Bothman
R.C. Pool
J.B. Boyd (2)
D.O. Christensen (3)
Cam Gilmour
W.J. Hart
Reg. 5 Engr.: R.D. Hector
Dis. 13 Engr.: C.K. Ansell
Aeronautics Division
David Powers, Parks
Don Baker

R. N. BOTHMAN

RECEIVED
STATE HWY ENGR
FEB 25 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Apt | File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 | 12] APPLICANT: Department of Transportation [45 | 46] DIVISION: Highway [79

03 | 12] APPLICANT ADDRESS STREET: Transportation Building [45 | 46] CITY: Salem [60 | 76] ZIP: 97310 [10

04 | 12] CONTACT PERSON: Gary A. Potter [45 | 46] AREA CODE: 503 [48 | 49] PHONE: 378 [55 | 56] EXTENSION: 6563 [59

01 | 12] PROJECT TITLE: Forest Boundary - Swamp Creek Road (F-83(2)) [71

11 | 12] PROJECT LOCATION—CITY: Enterprise-Lewiston Hwy. SR 3 | PROJECT LOCATION—COUNTY: Wallowa | PROJECT LOCATION SEC: T: R: [79

05 | SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)
Reconstruct segments of section to meet standards for horizontal and vertical

06 | 12] alignment, and overlay. Construct climbing lane from M.P. 26.74 to M.P. 28.18. [71

07 | 12] (See attached Part 3 of Project Prospectus and location map.) [71

08 | 12] [71

09 | 12] [71

10 | 12] [71

12 | AMOUNT REQUESTED—FEDERAL FUNDS: (A) Grant [19: 4,019,640 | (B) Other [27: | NON-FEDERAL MATCHING FUNDS: (C) State [35: 540,360 | (D) Local [43: ---- | OTHER: (E) FUNDS [51: | TOTAL: (F) FUNDS [60: 4,560,000

13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 | 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71

15 | 12] FEDERAL AGENCY NAME: U.S. Department of Transportation [45 | 46] FEDERAL SUB-AGENCY NAME: FHWA [79

17 | (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPLT GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: 2-22-85

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED: Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH: April [42 | 43] DAY: 9 [44 | 45] YEAR: 1985 [46

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: 2-22-85*

VI. If project includes state funds (12C), identify agency OSHD

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%___	$___	%___	$___	%___	$___
Second Year	%___	$___	%___	$___	%___	$___
Third Year	%___	$___	%___	$___	%___	$___

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ___

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project, Categorical Exclusion, according to the 1978 environmental quality guidelines.

*Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. NE
Salem, OR 97301

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Forest Boundary-Swamp Creek Road (Amended)

REGION

5

ESTIMATED RIGHT-OF-WAY IMPACTS

The bulk of the 16.4 miles of reconstruction work will be accomplished within the existing right-of-way, with the exception of a 1½ mile segment where the addition of a climbing lane will require the acquisition of approximately three acres of right-of-way for fill slopes. The proposed acquisition would be acquired equally from three large parcels (USFS and two private ownerships). The remainder parcels would not be adversely affected.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None: This is a restoration project aimed at rejuvenating a section of highway that is breaking up under increased used by heavy trucks hauling timber products. The project would not produce any changes in land use and all work is consistent with the County Land Use Plan. No new lands are accessed by the proposed reconstruction.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

This highway is a Federal-Aid primary route serving the northeast corner of Oregon and linking it with areas of Washington and Idaho. It is vital to the movement of timber products between these areas as well as serving local needs. The project would maintain these existing patterns and would improve safety by the elimination of broken pavement, holes, and soft areas. The passing lane would eliminate a historic slow-moving vehicle bottl ne

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

An adjacent stream would not be affected by the project. The climbing lane portion of the project would involve the removal of a number of coniferous trees currently growing immediately adjacent to the roadway. Most are second growth stands dating from the previous highway improvement in 1949. Most are also within the existing right-of-way.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None: Where trees require removal, remainder parcels are also forested, so the forested scenic value would remain unaffected.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None: The existing deteriorating roadway is threatening the safe movement of traffic which comprises an important element of the local economy. Therefore, the proposed restoration project is supported by local residents and agencies. The climbing lane is necessary to facilitate the safe movement of traffic around slow-moving trucks.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

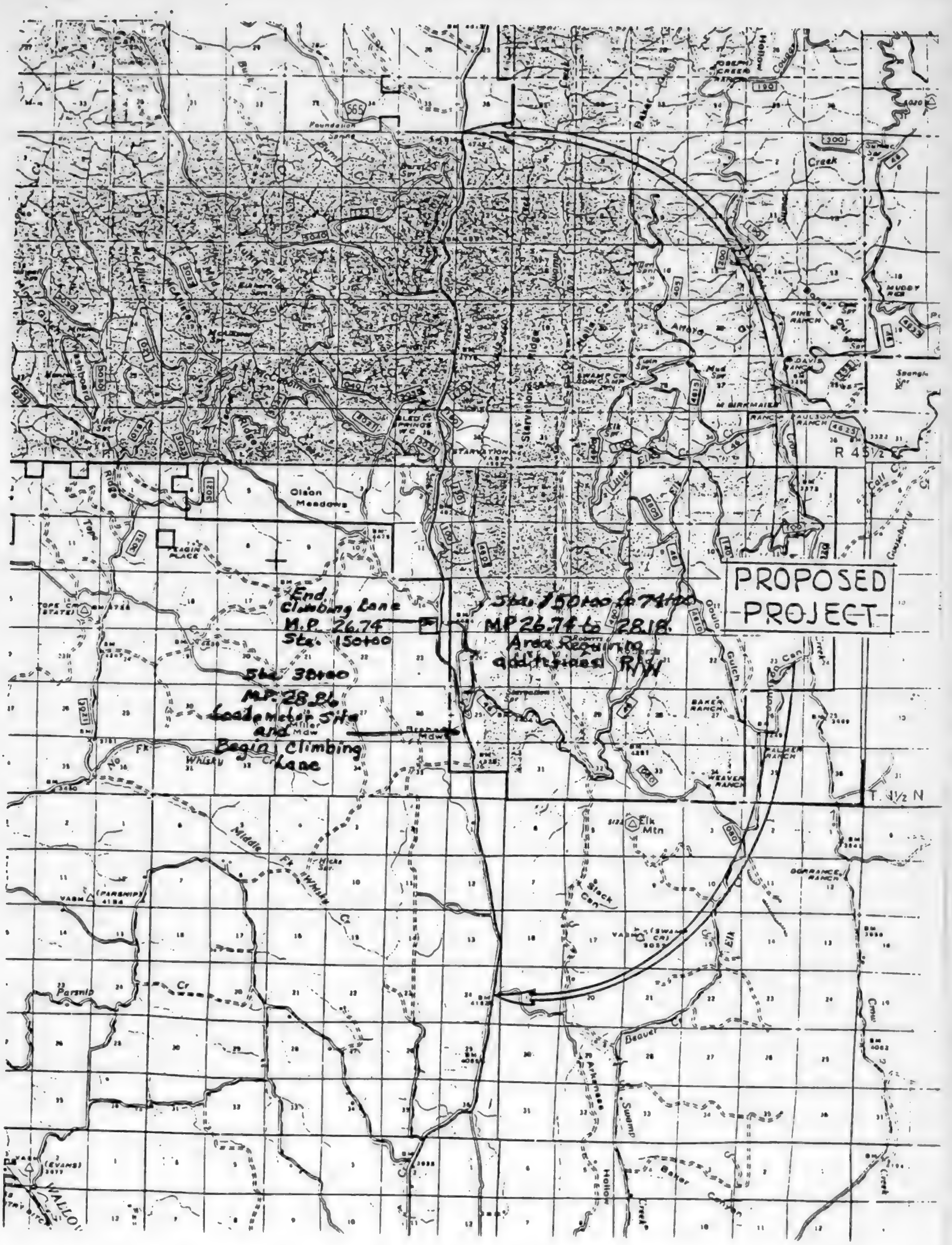
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed 16.4 miles of reconstruction is restorative in nature and would require approximately three acres of right-of-way over a 1½ mile segment of proposed climbing lane. Some minor tree clearing will also be required. No other adverse human or physical environmental impacts are anticipated.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	


PROPOSED PROJECT
End Climbing Lane
M.P. 26.74
Sta. 150+00
Sta. 150+00 to 74+00
MP 26.74 to 28.18
Area Requiring additional R/W
Sta. 38+00
M.P. 28.86
Locate Meter Site and Begin Climbing Lane
R 4 1/2
T. 4 1/2 N
Olson Meadows
Elk Mtn
Parsnip
Middle Fk Whitaw Cr
Beaver
Swamp
Hollow
Creek
Gulch
Mud Spr
Pine Ranch
Baker Ranch
Weaver Ranch
Ordrance Ranch
Paulson Ranch
Davis Ranch
Starvation
Sled Springs
Foundation
Joseph Creek
Hudson
Sunset
Burnt
Black Can
Elk
Little
Call
Grasshopper
Wallow

16,114

Con 21-4
Enterprise
Lewiston"

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.
ENV 3

February 11, 1985

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Environmental Classification Request
Forest Boundary-Swamp Creek Road
Enterprise-Lewiston Highway
Wallowa County
~~FLH F-89(5)~~
F-83(2)

Dear Mr. Wilken:

Attached is a revised project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested. (P.E. approved 9-8-83 under 2-25-80 Statewide concurrence.)

Very truly yours,

Eb Englehart

for Campbell M. Gilmour, Manager
Environmental Section

CMG:gu

Attachments (4)

CONCUR
Richard R. Rudd 2/25/85
For Division Administrator Date
Federal Highway Administration
Oregon Division

ENVIRONMENTAL SECTION
February 28, 1985

cc: J. B. Boyd (3)
D. O. Christensen (
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
Bob Pool
Local Programs Unit
Kit Leshk
Ron Noble
General Files
Bob Hector
John Preston
Vernal Moore
Harry Oswald
Don Keyes (8)

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Forest Boundary-Swamp Creek Road (Amended)

REGION: 5

ESTIMATED RIGHT-OF-WAY IMPACTS

The bulk of the 16.4 miles of reconstruction work will be accomplished within the existing right-of-way, with the exception of a 1½ mile segment where the addition of a climbing lane will require the acquisition of approximately three acres of right-of-way for fill slopes. The proposed acquisition would be acquired equally from three large parcels (USFS and two private ownerships). The remainder parcels would not be adversely affected.

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☒ CLASS 2 (CATEGORICAL EXCLUSION)

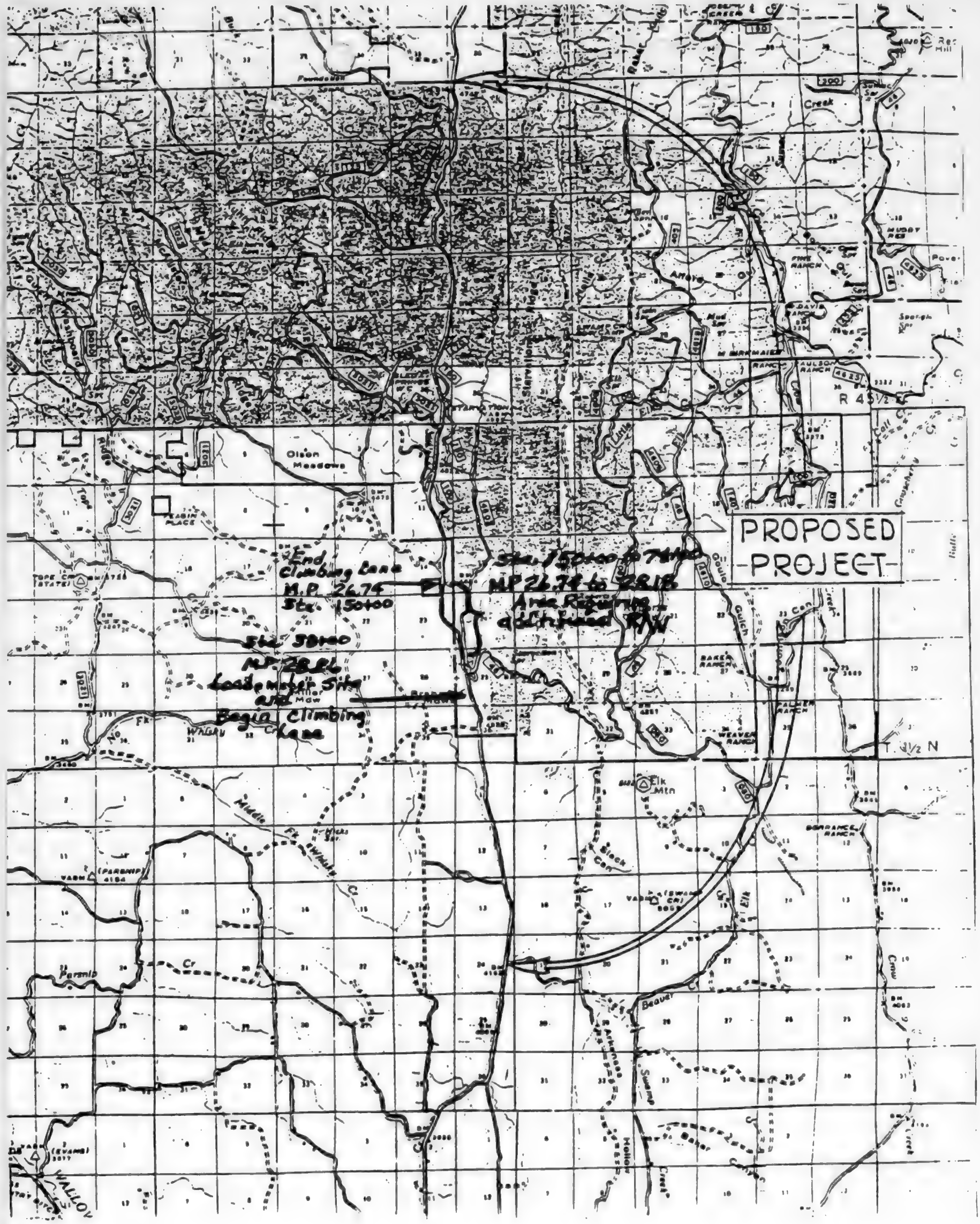
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed 16.4 miles of reconstruction is restorative in nature and would require approximately three acres of right-of-way over a 1½ mile segment of proposed climbing lane. Some minor tree clearing will also be required. No other adverse human or physical environmental impacts are anticipated.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	FEB 25 1985

734-1913 (7-82)


PROPOSED
-PROJECT-
End
Climbing Lane
M.P. 26.74
Sta. 150+00
Sta. 38+40
M.P. 28.16
Begin Climbing
Lane
Olson
Meadows
Elk
Mtn
R 4 1/2
T. 41/2 N

10/114

Con 21-4
Enterprise
Lewiston

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-83(2)

2. STATE PROJECT NO.
See below

3. FROM Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO.
30174

2A. COUNTY NAME
Wallowa

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1-17-85	Primary 83	Primary 11

10. GENERAL LOCATION:
FOREST BOUNDARY - SWAMP CREEK ROAD

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change See below

13. REMARKS

As requested by Mr. Potter's letter dated January 11,1985, I approve the revised Preliminary Engineering costs to a TEC of $44,700; Federal Funds $39,403.

(Increase TEC $16,500; Federal Funds $16,308)

RECEIVED
STATE HWY ENGR
JAN 23 '85
REFER TO
Potter
FOR
Info | Issue | R/D | D/R | Sign | Act | File

Orig to 1/24

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/21/85	D. K. Hassmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ROAD DESIGN-HIGHWAY DES 16

Cam Gilmour
Environmental Section Manager

January 14, 1985

Richard A. Kuehn, P.E.
Final Design Engineer

Forest Boundary-Swamp Creek Road
Enterprise-Lewiston Hwy.
Wallowa County

The subject project was described in the Project Prospectus as mainly restoration of an existing section of roadway with a Class 2 Classification.

Since then, it was determined that a climbing lane is needed. The construction of the climbing lane will require approximately three acres of right-of-way. A sketch is attached showing the limits of the climbing lane and the area requiring additional right-of-way.

Would you please make a determination as to the validity of the Class 2 Project Classification.

The project is scheduled for a spring of 1985 letting.

RK:RG:mg

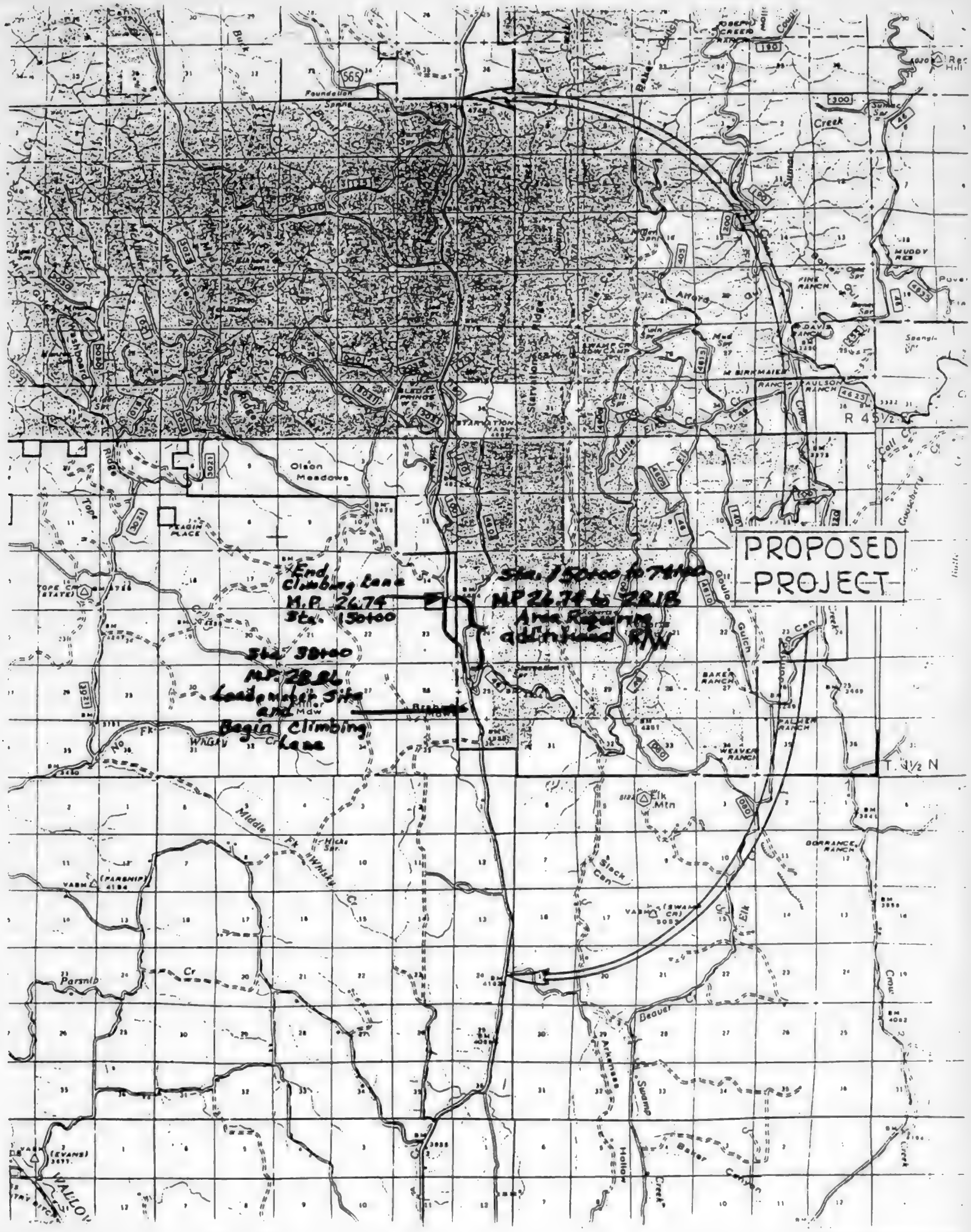
Attachment

cc: Robert Pool
R. D. Hector
John Preston w/attachment

RDE
FDE
LE
SE
FPC
PDE
LPE
GTE

RECEIVED
JAN 15 1985
ROAD DESIGN SECTION

BPC
FDE
CAU
Copy All
Return To
B/U ____/____/____


PROPOSED
PROJECT
End
Climbing Lane
M.P. 26.74
Sta. 150+00
Sta. 150+00 to 714+00
MP 26.74 to 28.18
Area Required
additional R/W
Sta. 384+00
M.P. 28.84
Lead Haul Site
and
Begin Climbing
Lane
R 4 1/2
T. 9 1/2 N
Olson
Meadows
Elk
Mtn
Parsnip
Cr
Middle
Fk
Whiskey
Cr
Slack
Can
Beaver
Swamp
Baker
Canyon
Creek
Hollow
Gulch
Creek
Summit
Creek
Muddy
Creek
Fk
Whiskey
Cr
Foundation
Spring
Burnt
Spring
Mdw
Miller
Mdw
Brushy
Mdw
Elk
Mtn
Rec
Hill
Spring
Creek
Fine
Ranch
Davis
Ranch
Aulson
Ranch
Baker
Ranch
Weaver
Ranch
Borrance
Ranch
Stamp
Mill
Spr
Station
Camp
Spr
Little
Call
Creek
Gulch
Creek
Creek
Creek

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Western Direct Federal Division
610 East Fifth Street
Vancouver, Washington 98661-3893

JUN 29 1984

IN REPLY REFER TO

HDF-17.13
File: 719

NOTED
H.S.COULTER

Mr. H. Scott Coulter
State Highway Engineer
Oregon State DOT, Highway Division
130 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

We strongly support your proposal to submit the following projects for FY 85 Public Lands funding:

SR-3	Forest Bndy-Swamp Cr Rd	MP 17.4 to 33.8
US-20	Linn Co. Line-Suttle Lake	MP 80.8 to 87.3

These projects are located on FH 38 and FH 23 respectively. These routes carry significant amounts of forest related traffic and are of major importance for utilization of forest resources. SR-3 in particular, was very heavily impacted by the transportation of forest products over the last several years, which accelerated deterioration of the roadway.

Both of these projects have been considered for the forest highway program, but due to higher FH priorities and limited FH funding, they were not selected.

We also support the two additional projects you plan to submit:

SR-140	Klamath Cr to Drews Cr	MP 63.5-72.6
US 26	Froglake to Cedarburn Rd	MP 62.0 to 66.0

Similar to the projects above, these are Forest Highway routes (No. 30 and No. 42), and are badly needed projects for which FH funds have not been available.

Sincerely yours,

Allen Bedell for
James N. Hall
Division Engineer

cc: Program Coordination

RECEIVED
STATE HWY ENGR
JUL 2'84
REFER TO
Bothman
FOR
Info | Invest | R/D ✓ | D/R | Sign | Act | File

cy Houston
" Smith
Potter R/D
due 7-12

11 N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: FOREST BOUNDARY-SWAMP CREEK ROAD

REGION: 5

SURVEY AUTHORITY

AUTHORIZATION NO.: 1 | PREFIX: 32-1906 | DATE: 9-19-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 2,800	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 3,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY		1,000	934 GEOLOGY		300
903 LOCAL GOVERNMENT			918 LOCATION		1,000	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		500
905 FINAL DESIGN		10,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		300
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		300
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		300	950 TRAINING		
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		300	925 AIR MONITORING			980 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		200	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		200	932 RAILROAD & UTILITIES		100			
						TOTALS	$	$ 26,200
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER: F-83(2)						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

This authority will replace Forest Boundery-Swamp Creek Road, Prefix No. 32-1405 and will complete the preliminary engineering started under that account.

1 ✓ cy to Ryle Jr.
cy Anderson
2 Adams
cy Macnab
3 Stoudenmeyer
Terpin
4 Trout
cy Wakerlig
5 Molly

RECEIVED
SEP 21 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
		X	
RECOMMENDED, REGION ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X Original signed by R. Hector	8-02-83	X	
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X		9-8-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #:

SECTION: FOREST BOUNDARY-SWAMP CREEK ROAD

REGION: 5

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
11	ENTERPRISE-LEWISTON	FROM 17.4 TO 33.8	16.4

☐ URBAN ☒ RURAL | CITY: | COUNTY: WALLOWA | ROAD STREET NAME:

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
ORE 3	FAP 83	

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$ 160
RIGHT OF WAY		$ -
ROADWAY	$ 3010	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 90	
	$	
40% ENGINEERING & CONTINGENCIES	$ 1300	
TOTAL CONSTRUCTION		$ 4400
TOTAL ESTIMATE		$ 4560

PROJECT DATA

GRADING (✓)		X
PAVING (✓)		X
STRUCTURES (✓)		
SIGNING (✓)		
SIGNALS (✓)		
ILLUMINATION (✓)		
ENVIRONMENTAL CLASS (1,2,3)		2
DESIGN CATEGORY (1-7)		6/7
WORK TYPE (1-12)		2/4

RIGHT OF WAY

FILES (#)		-
ACRES (#)		-
RELOCATIONS (#)		-

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING (S,C,A)		S
CONSTRUCTION ENGINEERING (S,C,A)		S
RIGHT OF WAY DESCRIPTIONS (S,C,A)		-
RIGHT OF WAY ACQUISITIONS (S,C,A)		-

CONSTRUCTION BY

☒ CONTRACT ☒ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE ☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	2/84	PLH/FH/FAP	1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	-	-
SIGNALS (#)	-	-
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	280	420
YEAR OF AVERAGE DAILY TRAFFIC	1983	2000

DEFINE THE PROBLEM

Entire roadway structure is failing rapidly due to increased truck traffic. Maintenance of the section is beyond capability of State Forces. Various segments of the section do not meet standards for horizontal and vertical alignment.

PROPOSED SOLUTION

Reconstruct segments of section to meet standards for horizontal and vertical alignment and overlay with minimum of 4 inches AC wearing surface, allow 1 inch for leveling.

REQUESTED BY DIST. ENGINEER — X [signature] — DATE 8-2-83

APPROVED, ASST HWY. ENG. FOR OPERATIONS — X — DATE

APPROVED, ASST HWY ENG. FOR ADMINISTRATION — X — DATE

TRANSP COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
FOREST BOUNDARY-SWAMP CREEK ROAD

REGION
5

PROJECT JUSTIFICATION

This section of roadway has exceeded the expected design life and is failing rapidly. Major contributing factor is increased truck traffic from Enterprise area to Lewiston, Idaho and other destinations. It is apparent this traffic will continue because of increased Forest Product manufacturing at Lewiston and anticipated increase of forest product harvest in Wallowa County.

This route is a vital transportation link from Wallowa County to Idaho and Washington which contributes to the economic climate of the area. Also, it is noted the route may be more popular because of the increased weight/mile tax.

This project meets the Division's goal of maintaining the existing highway system.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: FOREST BOUNDARY-SWAMP CREEK ROAD

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	~~N~~ S	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	E	DETOUR	N	BORROW SOURCE	~~N~~ S	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	~~N~~ S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

COMPANIES.

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED: 45	DESIGN STANDARDS: AASHTO

TYPICAL SECTION

EXISTING

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
				4			11	×	11			4				
				3			12		12			3				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Open Graded Emulsion	4"	4" min			
Aggregate Base & Leveling	17"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS

· PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # Salem

SECTION
FOREST BOUNDARY-SWAMP CR. ROAD

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

None: Work will be done within existing right-of-way.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None: The project will restore an existing section of roadway that is breaking up under a combination of increased heavy truck traffic and a water saturated base. No changes in land use would result. All work is consistent with the County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

This highway is a Federal aid primary route serving the northeast corner of Oregon and linking it with areas of Washington and Idaho. It is vital to the movement of timber products between these areas as well as serving local needs. The project would maintain these existing movement patterns and would improve safety by the elimination of broken pavement, holes, and soft areas.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None: No rivers, streams, wetlands, threatened or endangered species are near the project area.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None: The deteriorated and broken highway is detrimental to the economy of Wallowa County and the proposed project for the restoration of the existing highway is supported by local residents and agencies.

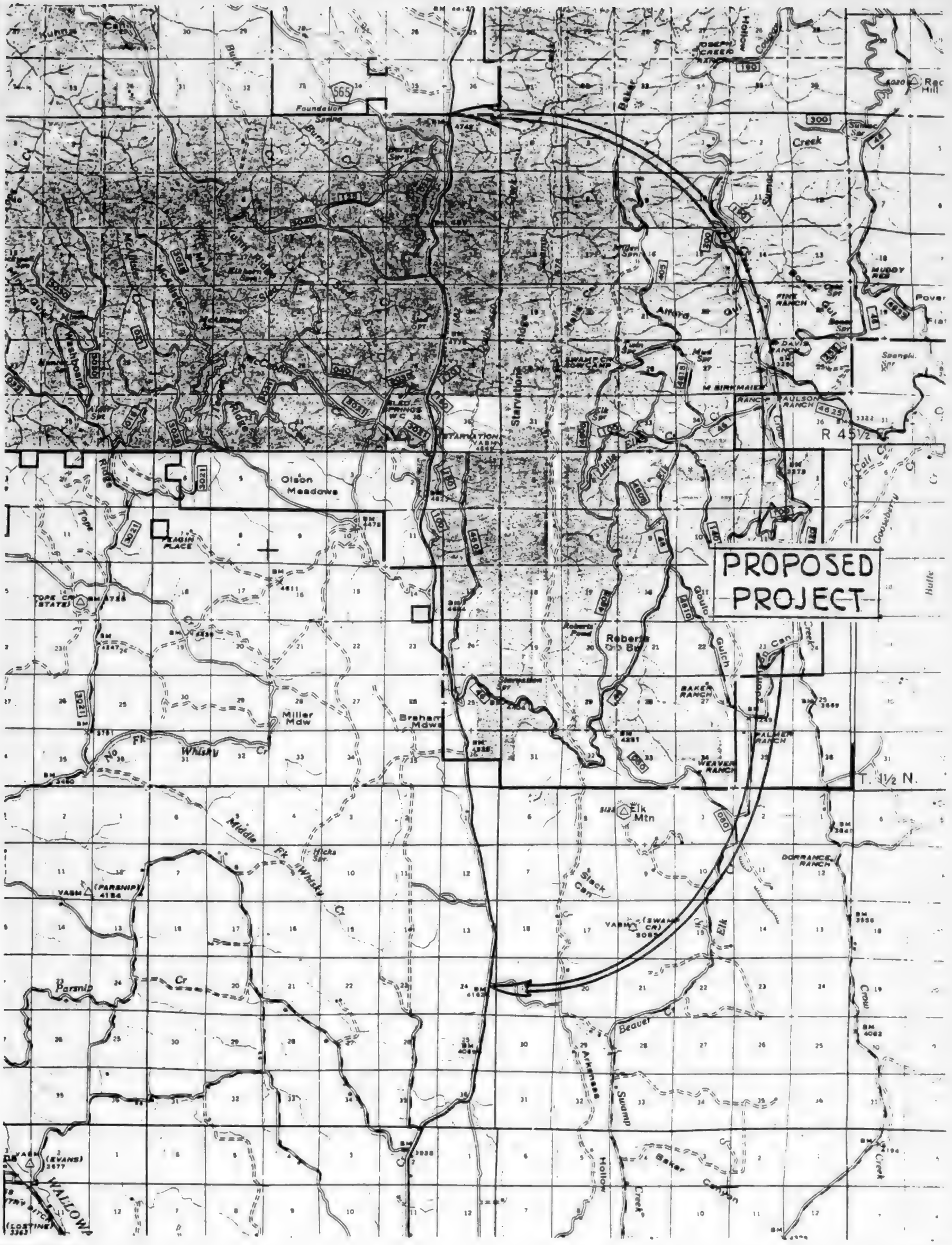
RECOMMENDED PROJECT CLASSIFICATION

- ☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
- ☒ CLASS 2 (CATEGORICAL EXCLUSION)
- ☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed work is restorative in nature and will be done within the existing right-of-way. The lack of right-of-way acquisition coupled with no adverse physical-environmental impacts supports a project classification of Class 2 (Categorical Exclusion).

OTHER DOCUMENTATION

PREPARED BY | TELEPHONE NUMBER | FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE


PROPOSED PROJECT
R 45½
T. 31½ N.
Olson Meadows
Miller Mdw
Brahant Mdw
Starvation Ridge
Elk Mtn
Foundation Spring
Burnt Cr
Whiskey Cr
Middle Fk Whiskey Cr
Parsnip Cr
Elk Cr
Beaver Cr
Crow Creek
Gooseberry Cr
Roberts Bar
Baker Canyon
Swamp Hollow
Arkansas
Slack Can
Gould
Hixon
Sunset
Alford
Mud Spr
Hicks Spr
Starvation Spr
Roberts Pond
Stringtown Spr
Ellsworth Spr
McAllister
Mesahorse
Kinney
Topaz
Ridge
Gulch
Creek
Fk
No
Cr
Spr
Pond
Mdw
Mtn
Ranch
Canyon
Hollow
Swamp
Arkansas
Beaver
Parsnip
Crow
Elk
Gooseberry
Baker
Slack Can
Whiskey
Middle
Miller
Brahant
Olson
Starvation
Roberts
Gould
Hixon
Sunset
Alford
Mud
Hicks
Foundation
Burnt
Ellsworth

10,184

CON 21.2

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-83(2) Interstate
2. STATE PROJECT NO. See below / Interstate

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30174

2A. COUNTY NAME
Wallowa

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/8/83	Primary 83	Primary 11

10. GENERAL LOCATION:
Forest Boundary - Swamp Creek Road

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [X] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $26,200 F.F $23,095
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS
As requested by Mr. Potter's PEA dated 8/31/83

RECEIVED
STATE HWY ENGR
SEP 13 '83
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act

Orig to 9/13

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/8/83	D K Hoesmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10114

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES

TO: J. H. Versteeg
Road Design Engineer

DATE: August 23, 1983

FROM: Lyle K. Watson
Final Design Supervisor

SUBJECT: STATUS REPORT
Blue Mountain-Elgin Section
Forest Boundary-Swamp Creek Section

Blue Mountain-Elgin Section

Project Manager: Bobby Johnson

Field data consisting of typical sections, quantities, drainage, and slide correction are scheduled for submittal to Final Design approximately September 1, 1983. This will be for an overlay only.

Forest Boundary-Swamp Creek Section

Project Manager: Joe Schlieski

Cross sections are being plotted and base design received September 22, 1983. Project is to be submitted approximately September 1, 1983, for an overlay and base reconstruction only.

Aerial mapping will not be available for either project before September 1, 1983, or later.

The Blue Mountain-Elgin Section will require four to six weeks to spiral curves, drainage revisions in Elgin and other features.

LKW:kkr

cc: E. S. Hunter
R. D. Hector
D. R. Adams
Bobby Johnson
J. A. Schlieski

RECEIVED
TECHNICAL SERVICES
AUG 25 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | | Init

81-125-1387

1985 Tualatin Valley Hwy at Mt. 10,115
View Lane Sec. of the Tualatin Valley
Hwy. (Traffic signal installation)

C+A - 8376 - 5/6/85

jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Washington	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
9/23/87	Larry Heil, Assistant Area Engineer		HES-32(15)
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
1/9/86	2/14/86	59 %	180 C.D.
LOCATION			
SEE BELOW			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
SEP 2 1987
State Region D.E.

TUALATIN VALLEY HWY. @ MT. VIEW LANE
TUALATIN VALLEY HWY
Traffic Signal Installation

This project provided for the construction of a left turn lane for the west to south traffic movement and the installation of a multi-phase traffic signal.

The contract was awarded to H & H Electric, Inc. on August 1, 1985. Work started on September 25, 1985 and was completed on January 9, 1986 within the specified calendar days.

The final project cost underran the original authorization of $134,943 by 17%. There were no contract claims or materials problems.

- LMH -

RECEIVED
STATE HWY ENGR
SEP 28 '87
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Larry Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 9-24-87	TITLE District Engineer A	DATE 9-25-87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

10,115

April 16, 1987

CON 5 - #10,115

Fireman's Fund Insurance Co.
Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

On March 27, 1987, we wrote to you concerning release of final payment on Contract No. 10,115 awarded to H & H Electric, Inc. for traffic signal installation on the Tualatin Valley Highway at Mountain View Lane in Forest Grove, Washington County.

Final payment on this contract is $1,000.00 and the total contract amount is $89,293.79. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: H & H Electric, Inc.
P.O. Box 2578
Portland, OR 97208

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

10,115

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10115

TO: Commission Services

DATE: March 23, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10115 , On Site Work Substantially Completed January 9, 1986

All Work Completed August 14, 1986

Project Tualatin Valley Highway at Mt. View Lane

Highway Tualatin Valley

County Washington

Type of Work Traffic Signal Installation

Contractor H & H Electric, Inc.

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

3-27-87 - Surety letter written.

RECEIVED
MAR 25 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1986-0327
10,115

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 14, 1986

FILED
IN REPLY REFER TO
FILE NO.: CON 5 - #10,115
NOV 18 1986
BARBARA ROBERTS
SECRETARY OF STATE

Farwest Steel Corporation
P.O. Box 889
Eugene, OR 97440

Attention: C. W. Cooley
Treasurer

We have received your Notice of Claim dated November 10, 1986, with attached invoice, filing a claim against the following Highway Division contract:

FILED BY:	Farwest Steel Corporation
AMOUNT:	$3,418.78 including service charges through 10/31/86
FOR:	Structural Steel
AGAINST (PRIME CONTRACTOR):	H & H Electric, Inc.
FURNISHED TO:	Ron Platt Mfg.
CONTRACT NO.:	10,115
PROJECT:	Tualatin Valley Highway at Mountain View Lane in Forest Grove, Washington County
SURETY:	Fireman's Fund Insurance Company
AGENT:	Corroon and Black of Oregon

We will advise the surety, agent and the contractor of the receipt of this claim. We note you have already filed with the Secretary of State.

Please advise this office when your claim has been settled.

RECEIVED
NOV 19 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Fran Neavoll
COMMISSION SERVICES

cc: H & H Electric, Inc.
P.O. Box 2578
Portland, OR 97208

Fireman's Fund Insurance Company
Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

7201 0108 (10-86)

FARWEST STEEL
Corporation

November 10, 1986

NOTICE OF CLAIM

(OREGON PUBLIC WORKS)

TO: Oregon State Department of Transportation
Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN That the undersigned, Farwest Steel Corporation has a claim for Structural Steel in the sum of Three Thousand Four Hundred Eighteen and 78/100 Dollars ($3,418.78) [$2,957.58 in materials and $461.20 in service charges through 10/31/86. Service charges continue to accrue at $1.46 per diem until material invoices are paid.], against the bond taken from H & H Electric, Inc. as principal, and Fireman's Fund Insurance Company as surety or sureties for the work of the Oregon State Department of Transportation, Contract No. 10115 T.V. Highway at Mt. View Lane, Washington County, Oregon.

Dated this 10th day of November, 1986.

Farwest Steel Corporation

C.W. Cooley
Treasurer

CWC/slh

RECEIVED
NOV 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Post Office Box 889 • Eugene, Oregon 97440 • (503) 686-2000
Location: 2000 Henderson Ave. • Eugene, OR 97403

JAN 1, 1986 TO MA. 31, 1986

PLATT MFG.: RON 71027
200 S.E. BRIDGEFORD BLVD.
BEND OR 97702 6/80 AR-01 IN-

JOB 0022 ODOT 10115 T.V. HWY AT MT. VIEW LN

DEB CREDIT	D/OO	DACM GUIDE	D/OO	FIN STMT	D/OO HIGH BAL	BANK THIS YEAR	STROM 204,674	TERMS
85-059587	11/12/85	INVOICE		104130	383.87		383.87	200
85-061447	11/20/85	INVOICE		104148	693.27		693.27	192
85-061449	11/20/85	INVOICE		104160	1,880.44		1,880.44	192
86-002096	1/14/86	SVC CHARGE		S12309	17.58		17.58	137
86-008475	2/18/86	SVC CHARGE		S01284	45.26		45.26	102
86-012701	3/12/86	SVC CHARGE		S02265	40.88		40.88	80
86-018447	4/10/86	SVC CHARGE		S03282	45.26		45.26	51
86-025180	5/14/86	SVC CHARGE		S04282	43.80		43.80	17
86-030261	6/09/86	SVC CHARGE			45.26		45.26	
JUNE THROUGH OCTOBER		SVC CHARGES			223.16		223.16	
						10-31-86 BALANCE		3,418.78

RECEIVED
NOV 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FARWEST STEEL
Corporation

November 10, 1986

NOTICE OF CLAIM

(OREGON PUBLIC WORKS)

TO: Secretary of State
Barbara Roberts
State Capitol Building Room 141
Salem, Oregon 97310-0722

NOTICE IS HEREBY GIVEN That the undersigned, Farwest Steel Corporation has a claim for Structural Steel in the sum of Three Thousand Four Hundred Eighteen and 78/100 Dollars ($3,418.78) [$2,957.58 in materials and $461.20 in service charges through 10/31/86. Service charges continue to accrue at $1.46 per diem until material invoices are paid.], against the bond taken from H & H Electric, Inc. as principal, and Fireman's Fund Insurance Company as surety or sureties for the work of the Oregon State Department of Transportation, Contract No. 10115 T.V. Highway at Mt. View Lane, Washington County, Oregon.

Dated this 10th day of November, 1986.

Farwest Steel Corporation

C.W. Cooley
Treasurer

CWC/slh

COPY

RECEIVED
NOV 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Post Office Box 889 • Eugene, Oregon 97440 • (503) 686-2000
Location: 2000 Henderson Ave. • Eugene, OR 97403

FARWEST STEEL
Corporation

NOTICE OF CLAIM ON PAYMENT BOND

(OREGON PUBLIC WORKS)

STATE OF OREGON)
) ss.
LANE COUNTY)

TO: H & H Electric Inc.
P. O. Box 2578
Portland, Oregon 97208

YOU ARE HEREBY NOTIFIED That the undersigned, Farwest Steel Corporation has a claim in the sum of Three Thousand Four Hundred Eighteen and 78/100 Dollars ($3,418.78) [$2,957.58 in materials and $461.20 in service charges through 10/31/86. Service charges continue to accrue at $1.46 per diem until material invoices are paid.], due against the bond taken from H & H Electric Inc. as principal and Fireman's Fund Insurance Company as surety, for the work or labor and materials performed or furnished by us on the Oregon State Department of Transportation Contract No. 10115.

YOU ARE HEREBY NOTIFIED That the undersigned performed labor and/or furnished materials consisting of the following: Structural Steel

That the labor and/or materials above-described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public boy above-described, to wit:

Oregon State Department of Transportation
Contract No. 10115
T.V. Highway at Mt. View Lane
Washington County, Oregon

That said materials and/or labor were furnished to and received by Ron Platt Mfg. with the authority to receive the same and that a claim for payment therefore is hereby asserted against you.

That the last performance of labor and/or furnishing of materials by the undersigned was on the 15th day of December, 1985, which labor was performed and/or materials were furnished as follows: Structural Steel

You are notified and notice is sent pursuant to and in complience with the laws of the State of Oregon, as set forth in ORS 279.526 and the amount above-claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

Dated this 10th day of November, 1986.

Farwest Steel Corporation

C. W. Cooley, Treasurer

RECEIVED
NOV 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

COPY

Post Office Box 889 • Eugene, Oregon 97440 • (503) 686-2000
Location: 2000 Henderson Ave. • Eugene, OR 97403

10,115

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: April 16, 1986

In Reply Refer to File No.:

CON 5
10115

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-32(15)

Contract 10115, Work Completed January 9, 1986

Project Tualatin Valley Hwy. @ Mt. View Lane

Highway Tualatin Valley

County Washington

We request that your office return a signed copy of this letter i dicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Feb 14, 1986
LMH

For Dale E. Wilken
Division Administrator

BMW:kdel

cc: L. Rulien
C. O. Fredrickson
William Anhorn
B. M. Walton

CPC/FL4

NOTED
LARRY RULIEN

RECEIVED
STATE HWY ENGR
MAR 17 '87
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION)	TUALATIN VALLEY HWY. AT MT VIEW LANE
WEEK ENDING	MARCH 15, 1986
CONTRACT NO	C10115
HIGHWAY	TUALATIN VALLEY HWY.
COUNTY	WASHINGTON
F A PROJECT NO	HES-32 (15)
CONTRACTOR	H & H ELECTRIC CO
KIND OF WORK	TRAFFIC SIGNAL
DATE OF AWARD	FEBRUARY 1, 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION	$ 114,342.56
ESTIMATED PROJECT COST	$ 103,462.26
ESTIMATED PERCENT OVERRUN/UNDERRUN	-10 %

ENGINEERING

AUTHORIZATION	$ 9,986.25
COST THIS WEEK	$ 000.00
TOTAL TO DATE	$ 10,000.00
PERCENT OF AUTHORIZATION	+14 %

FIRST NOTIFICATION DATE	SEPT 25, 1985
ESTIMATED DATE OF COMPLETION, OR	JANUARY 1986
SECOND NOTIFICATION DATE AND	JANUARY 9, 1986
ESTIMATED SEMIFINAL SUBMITTAL DATE	MARCH 1986
AVERAGE FORCE ON PROJECT THIS WEEK	SUPERVISORS 0 WORKERS 0
PERCENT CONTRACT WORK COMPLETED	100 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
180 CD					On Time

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	216	430	800			
EST. CORRECTED QUANTITIES	CUYD	TON	TON			
EST. PERFORMED TO DATE	220	335	705			
PERCENT PERFORMED TO DATE				100%		

ACTIVITIES THIS WEEK:

NO ACTIVITIES THIS WEEK.

PROJECT VISITORS:

NONE

ACTIVITIES ANTICIPATED NEXT WEEK:

SIGNAL WORK COMPLETED. SIGNAL TURN-ON 1/9/86.
FINAL INSPECTION 2/14/86. SEMI-FINAL SUBMITTED TO REGION 3/14/86.
LAST REPORT.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

PROJECT MANAGER (SIGN) F
HARVEY NELSON

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

February 18, 1986

COM 5
#10,075
#10,115

Mayco Enterprises, Inc.
P.O. Box 1648
Vancouver, WA 98668-1648

Attn: Margarite Woods
President

Thank you for your letter of January 27, 1986, advising that H & H Electric has satisfied the claims against Contract 10,075 and 10,115.

This appears to be in reference to your claim for $1,510 against Contract No. 10,115 for traffic signal installation of the Tualatin Valley Highway at Mountain View Lane in Forest Grove.

The other claim was in the amount of $1,218.20 against Contract No. 10,075 for traffic signal installation on Oatfield Road at Concord Road in Milwaukie.

This information will be noted in our records and we will advise the surety, agent, and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: H & H Electric, Inc.,
P.O. Box 6209
Bend, OR 97708

Corroon and Black of Oregon
P.O. Box 8699
Portland, OR 97207

Fireman's Fund Insurance Co.
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204
bc: Secretary of State
bbc: Bryant Jackmond
FKN:jk

NOTED ON CARD
2-12-86 JK

Mayco Enterprises, inc.

P. O. Box 1648 • Vancouver, Washington 98668-1648
Phone (206) 696-0503

January 27, 1986

Department of Transportation
Room 121
Salem, Oregon 97310

Re: Contract #10075 & 10115

Please be advised, H & H Electric has satisfied the claims against contracts #10075 and 10115.

Margarite Woods

Margarite Woods
President
Mayco Enterprises, Inc.

RECEIVED

H&H electric inc.

February 10, 1986

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen
Commission Services

Re: File No.: CON 5, #10,115
Mayco Enterprises, Inc.

Dear Mr. Gormsen,

In response to the Notice of Claim letter dated January 7, 1986 and your ccorespondence dated January 24, 1986, please be advised that we paid Mayco Enterprises' Invoice No. 1196 dated November 25, 1985 for $1510.00 less 5% retention ($1434.50) on January 10, 1986. This invoice was for work done on the above mentioned job. We confirmed with the bank that this payment, our Check #3497, cleared the bank on January 16, 1986.

We have enclosed copies of Mayco's invoice and our check. We do not understand why this claim was filed. However, if you need further information, please let us know.

Sincerely,

Isabel L. Hendricks
President

ILH:ns

RECEIVED
FEB 10 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

767 S.E. Glenwood Drive • (503) 388-4837
P.O. Box 6209 • Bend, Oregon 97708

Mayco Enterprises, inc.

P.O. Box 1648
Vancouver, WA 98668-1648
(206) 696-0503

RECEIVED 12-2-85

INVOICE NO

MA-№ 119

SUBCONTRACTOR
NOV. EST
W-H RETENTION

BILL TO
H & H Electric
P. O. Box 2578
Portland, OR 97208

JOB ADDRESS
Traffic signals
TV Hwy at Mountain View Lane
Forest Grove, OR

WASH. LICENSE #MAYCOEI191RM

1333550

Customer Purchase Order Number	Customer Job Number	Billing Date	Salesman
	10115	11/25/85	Lloyd Clemans

OPER. NO.	JOB TICKET NO.	DATE OF WORK	TYPE OF WORK PERFORMED	AMOUNT
Keith	1729	11/13/85	Sawcut and seal loops and runs per contract	$1,510.00 or
Arvid	3689	11/13/85		
Keith	1728	11/12/85		
Arvid	3688	11/12/85		
Curtis	1902	11/12/85		
Curtis	1851	11/13/85		

DL

GL	JOB	ITEM	DR	CR
504	10115	12	1,510.00	
PMT. OK			POSTED SC 11	

THIS INVOICE IS DUE NET
10 DAYS EOM.

TERMS: [illegible] the Customer hereby agrees to pay interest at the rate of 1% per month upon the unpaid portion of the invoice. If action or suit is brought [illegible] to collect any amount due or owing under this bill, Customer agrees to pay all costs of collection including reasonable attorney's fees.

White - Original Invoice
Canary - Main Office Record Copy
Pink - Branch Office Record Copy
Goldenrod - Numerical File Copy

PLEASE PAY LAST AMOUNT IN THIS COLUMN

Mayco Enterprises, inc.

P.O. Box 1648
Vancouver, WA 98668-1648
(206) 696-0503

RECEIVED 12-2-85

INVOICE NO.

MA-№ 1196

SUBCONTRACTOR
W-H RETENTION

BILL TO
H & H Electric
P. O. Box 2578
Portland, OR 97208

JOB ADDRESS
Traffic signals
TV Hwy at Mountain View Lane
Forest Grove, OR

WASH. LICENSE #MAYCOEI191RM

1333550

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Curtis	1851	11/13/85		

GL	JOB	ITEM	DR	CR
504	10115	12	1,510.00	

PMT. OK

POSTED SC 11

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White - Original Invoice
Canary - Main Office Record Copy
Pink - Branch Office Record Copy
Goldenrod - Numerical File Copy

PLEASE PAY LAST AMOUNT IN THIS COLUMN

H & H electric inc.
P.O. BOX 6209
BEND, OREGON 97708
(503) 388-4837

24-7040
3230

3497

DATE January 10,

PAY Two Thousand Five Hundred Ninety One and 79/100 Dollars---------- $ 2591.79

TO THE ORDER OF

Mayco Enterprises, Inc.
P.O. Box 1648
Vancouver, Wa. 98668-1648

H & H ELECTRIC, INC.

COPY NOT NEGOTIABLE

FAR WEST FEDERAL BANK

DATE	INVOICE NO.	DESCRIPTION	AMOUNT	DISCOUNT	DEDUCTIONS	NET AMO
					Retention	
11-25-85	1196	504/10115/12	1510.00		75.50	1434.
11-27-85	1197	504/10075/16,8276	1218.20		60.91	1157.
						2591.

H&H electric inc.

ATTACHED CHECK IS IN FULL PAYM
OF ITEMS LISTED ABOVE. PLEASE D
THIS STATEMENT BEFORE DEPOSIT

H & H electric inc.
P.O. BOX 6209
BEND, OREGON 97708
(503) 388-4837

24-7040
3230

3497

DATE January 10, 1985

PAY Two Thousand Five Hundred Ninety One and 79/100 Dollars---------- $ 2591.79

TO THE ORDER OF

Mayco Enterprises, Inc.
P.O. Box 1648
Vancouver, Wa. 98668-1648

H & H ELECTRIC, INC.

COPY NOT NEGOTIABLE

FAR WEST FEDERAL BANK

DATE	INVOICE NO.	DESCRIPTION	AMOUNT	DISCOUNT	DEDUCTIONS	NET AMOUNT
					Retention	
11-25-85	1196	504/10115/12	1510.00		75.50	1434.50
11-27-85	1197	504/10075/16,8276	1218.20		60.91	1157.29
						2591.79

H & H electric inc.

ATTACHED CHECK IS IN FULL PAYMENT OF ITEMS LISTED ABOVE. PLEASE DETACH THIS STATEMENT BEFORE DEPOSITING.

CL 1986-0063

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 10 1986
BARBARA ROBERTS
SECRETARY OF STATE

January 24, 1986

RECEIVED
FEB 10 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CON 5
10,115

IN REPLY REFER TO FILE NO.:

Mayco Enterprises, Inc.
P.O. Box 1648
Vancouver, WA 98668

Attention: Margarite Woods
President

We have received your letter dated January 7, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Mayco Enterprises
AMOUNT:	$1,510
FOR:	Saw cutting
AGAINST (Prime contractor)	H & H Electric
CONTRACT NO.:	10,115
PROJECT:	Tualatin Valley Highway at Mountain View Lane in Forest Grove
SURETY:	Fireman's Fund Insurance Company
AGENT:	Corroon & Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Robert W. Gormsen
COMMISSION SERVICES

cc: H & H Electric, Inc.
P.O. Box 6209
Bend, OR 97708

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 S.W. Salmon St., Ste. 900
Portland, OR 97204

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
APR 1 0 19..

731-0188

Mayco Enterprises, inc.

P. O. Box 1648 • Vancouver, Washington 98668-1648
Phone (206) 696-0503

January 7, 1985

Department of Transportation
Room 121
Salem, Oregon 97310

Re: Contract #10115
H & H Electric, General

Notice is hereby given that the undersigned, Mayco Enterprises, Inc. has a claim for saw cutting for H & H Electric in the sum of $1510.00, against contract #10115 for work done on traffic signals at Tualatin Valley Hwy at Mountain View Lane, Forest Grove, Oregon.

Margarite Woods

Margarite Woods
President
Mayco Enterprises, Inc.

RECEIVED
JAN 8 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10115

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER: 9-21
PROJECT REPORT NUMBER:
MODIFICATION NUMBER: 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

9-3-85

Form Approved; O M B No. 04-R2089

State: Oregon

County: Washington

Project Number: HES-32(15)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 5, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 20,600.00	$ 134,943.00
Federal funds	$ 18,540.00	$ 121,448.00
Other revisions		

This modification is made for the following reasons: to include contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3RD day of SEP, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXXX For: E.S. Hunter, P.E.

Acting State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 21, 1985

Federal Aid Project No. HES-32(15)

Tualatin Valley Highway @ Mt. View Lane (Forest Grove) Section
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering			All Required	$	20,600.00
			Total	$	20,600.00

Type Code Y031
Traffic Signal (1 location)

Mobilization	Lump Sum	All	Lump Sum	$	5,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum		800.00
Temporary Signs	Sq. Ft.	174	4.00		696.00
Flaggers	Hour	50	6.00		300.00
ROADWORK					
General Excavation	Cu. Yd.	216	15.00		3,240.00
Furnishing and Placing Topsoil	Cu. Yd.	60	14.40		864.00
Treated Base	Ton	430	24.75		10,642.50
Aggregate Shoulders	Ton	150	13.90		2,085.00
Class "C" Asphalt Concrete	Ton	800	39.00		31,200.00
Concrete Walks	Sq. Yd.	50	24.00		1,200.00
Concrete Curbs	Lin. Ft.	124	9.00		1,116.00
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum		27,044.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum		10,000.00
				$	94,187.50

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 2,200.00
State Furnished Prom & Program	All Required	700.00
Roadside Seeding, Mulching, & Fertilizing	All Required	500.00
Signal Controller Testing	All Required	2,275.00
		$ 5,675.00
	Subtotal	$ 99,862.50
	Engineering	14,480.50
	Total	$ 114,343.00

Length of Project ---------- 0.0 mile

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 20,600.00	$ 18,540.00	$ 2,060.00
Signal	114,343.00	102,908.00	11,435.00
TOTAL	$134,943.00	$121,448.00	$13,495.00

Group 011 = 100% Group 010 = 0%
Contract No. 10115
Prefix: C034-1965 P.E.
C10115

CPL:me

10,115

August 16, 1985

CON 5
#10,115

H & H Electric, Inc.
P.O. Box 6209
Bend, OR 97708

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 10,115 for a traffic signal installation on the Tualatin Valley Highway at Mountain View Lane in Forest Grove, Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

are
Enclosure

cc: Firemen's Fund Insurance Co.
Fidelity & Surety Dept.
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

Carreon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Arvey Nelson
L. E. George

H&H electric inc.

July 30, 1985

Department of Transportation
#121 Transporta tion Bldg.
Salem, OR. 97310

RE: Tualatin Valley Hwy, at Mt. View Lane
Washington County

Subj: DBE/WBE Participation

Gentlemen/Ladies:

Below are the Subcontractors we intend to use on this project to meet the DBE/WBE goals. The goals on this project are 2% DBE, 1% WBE.

Total Contract Amount $94,187.50

Class	Contractor	Item	Description	Qty.	u.p.	Total
DBE	McCalib Concrete 2050 N.W. Connell Hillsboro, OR. 97124					
		#10	Conc. Walk	50SY	$24.00	$1200.00
		#11	Conc. Curb	124LF	9.00	1116.00
			Total			$2316.00
			% of Total Contract			2.46%
MBE	Mayco Enterprises P.O. Box 1648 Vancouver, WA. 98668					
		#12	Traffic Signals Det. Loops	All	LS	$1510.00
			% of Total Contract			1.60%

Please review and advise.

Yours Truly,

Graeme C. Leggat, Jr.
Estimator

GCL:clb

RECEIVED
JUL 31 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

767 S.E. Glenwood Drive • (503) 388-4817
P.O. Box 6209 • Bend, Oregon 97708

cc Thomas Jones

Cross Reference To:

May 6, 1985

City of Forest Grove
City Hall
Forest Grove, OR 97116

AGR 4-1

Attention: Ivan M. Burnett
City Recorder

MISC. CONTRACTS and
AGREEMENTS No.

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for installation of a traffic signal and left turn channelization at the intersection of Tualatin Valley Highway at Mt. View Lane.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: July 17, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Tualatin Valley Highway @ Mt View Lane MP 17.46

The City of Forest Grove has requested a project to install a traffic signal and left turn channelization at the subject intersection. Also involved will be interconnection with the exisiting signal at Quince Street and the proposed signals at Yew Street.

Construction will be by contract with all phases of engineering being performed by State Forces.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Tualatin Valley Hwy @ Mt View Ln (Forest Grove) Washington County	$174,000	$156,600	$17,400

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George

L. E. GEORGE - TRAFFIC ENGINEER

APPROVED:

H S Coulter

State Highway Engineer

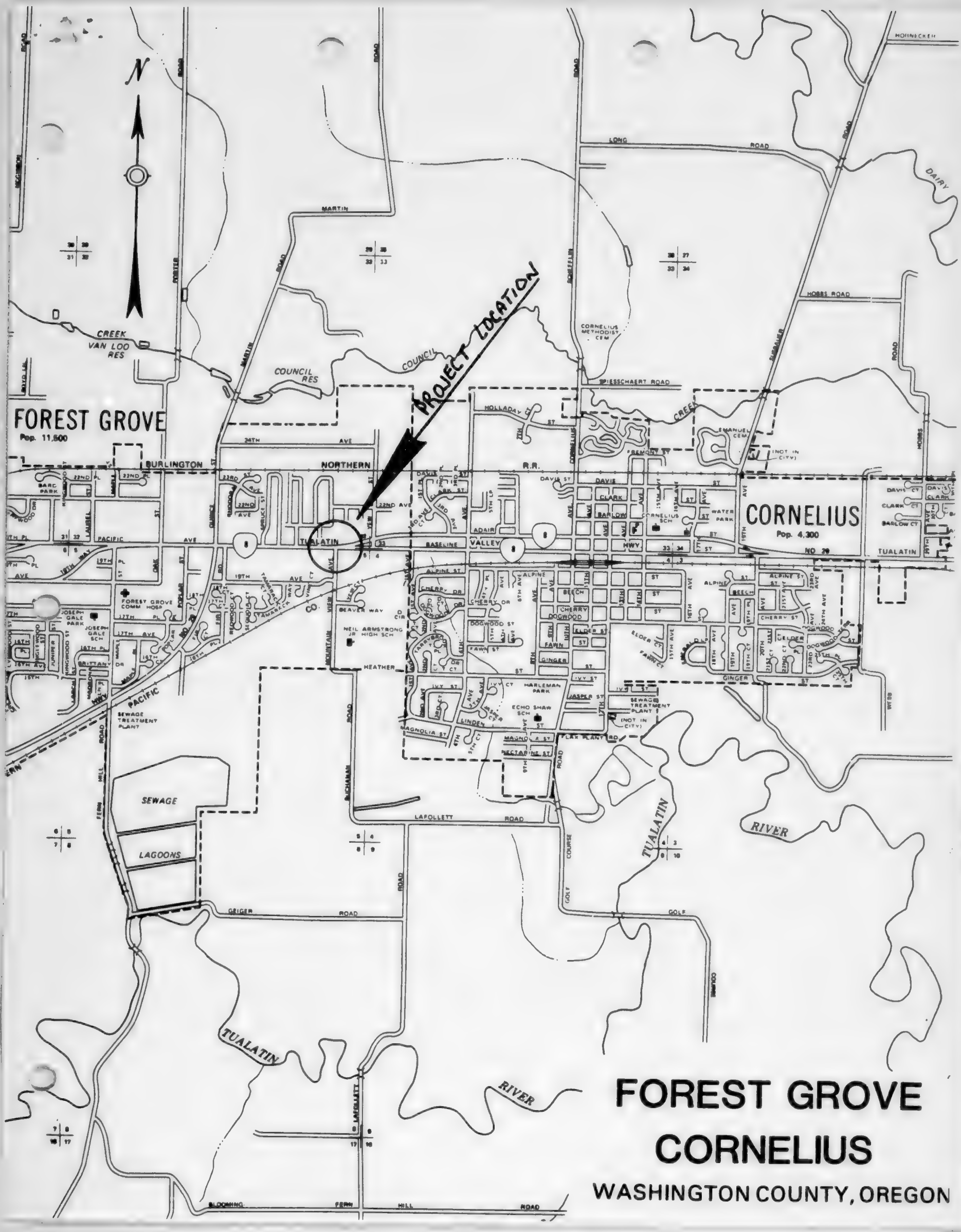
DATE: 7/19/84

orig Memo
cys 7-19
George
acctg. file

RECEIVED
STAT HWY ENGR
JUL 18 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387

Contains Recycled Materials


N
PROJECT LOCATION
FOREST GROVE
Pop. 11,500
CORNELIUS
Pop. 4,300
CREEK
VAN LOO
RES
COUNCIL
RES
COUNCIL
CREEK
MARTIN
ROAD
LONG
ROAD
DAIRY
HOBBS ROAD
SPIESSCHAERT ROAD
CORNELIUS METHODIST CEM
EMANUEL CEM
(NOT IN CITY)
BURLINGTON
NORTHERN
R.R.
PACIFIC
AVE
TUALATIN
BASELINE
ADAIR
VALLEY
HWY
NO 99
TUALATIN
FOREST GROVE COMM HOSP
JOSEPH GALE SCH
JOSEPH GALE PARK
BARC PARK
BEAVER WAY
NEIL ARMSTRONG JR HIGH SCH
HEATHER
SEWAGE TREATMENT PLANT
SEWAGE
LAGOONS
FERN HILL ROAD
BUCHANAN ROAD
LAFOLLETT ROAD
GEIGER ROAD
BLOOMING
FERN HILL ROAD
COURSE
GOLF
TUALATIN
RIVER
TUALATIN
RIVER
ALPINE ST
DOGWOOD ST
CHERRY DR
CHERRY
ELDER ST
FAWN ST
GINGER
IVY ST
HARLEMAN PARK
ECHO SHAW SCH
JASPER ST
LINDEN AVE
MAGNOLIA ST
NECTARINE ST
FLAX PLANT RD
SEWAGE TREATMENT PLANT
(NOT IN CITY)
HOLLADAY CT
DAVIS
CLARK
BARLOW
WATER PARK
CORNELIUS SCH
FREMONT ST
ALPINE
BEECH
CHERRY
DOGWOOD
ELDER
GINGER
TUALATIN
FOREST GROVE
CORNELIUS
WASHINGTON COUNTY, OREGON

Cross Referenced To
SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-32(15)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40281

2A. COUNTY NAME: Washington

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9-17-84	Primary 32	Primary 29

10. GENERAL LOCATION:

Tualatin Valley Hwy. at Mt. View Lane (Forest Grove) Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including utility preparatory work TEC $20,600 - F.F. $18,540
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 9-13-84.

RECEIVED
STATE HWY ENGR
SEP 25 '84
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to 9/25

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/21/84	D. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10115

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Cross Referenced To:
Unit 5-2
Unit 2

In Reply Refer to
File No.:

Date: September 13, 1984

PRO

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40281
Project No. HES-32(15)
Tualatin Valley Hwy. @ Mt. View Lane (Forest Grove) Sec.
Tualatin Valley Highway
Washington County

Attached data consists of PR-1 forms with project maps, Survey Authority, Investigation Report, Safety Priority Index System data sheet, Collission Diagram, other traffic data and traffic signal warrant comparison sheet.

I request authorization to proceed with all phases of preliminary engineering, including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $20,600 with an obligation of $18,540 in Federal funds.

DRH:bkb
Attachments
cc: L.E. George
D.O. Christensen (Region 2)
General Files

Form 734-3122

29

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02569

SECTION Tualatin Valley Hwy. @ Mt. View Lane
HIGHWAY Tualatin Valley

COUNTY Washington

REGION 2

Hwy #29 **SURVEY AUTHORITY**

AUTHORIZATION NO. 1

PREFIX 34-1965

DATE 6/15/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 5,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		800	935 SOILS		
904 CONSULTANT			920 PROGRAM MANAGEMENT		200	936 REGION TRAFFIC		200
905 FINAL DESIGN		1,500	921 SPECIFICATIONS		2,000	937 HYDRAULICS		
906 BRIDGE DESIGN			922 ADMIN. SERVICES		200	938 REGION ENVIRONMENT		300
907 PRELIMINARY DESIGN			923 ENVIRONMENTAL SECTION			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			924 D.O.T.			950 TRAINING		200
910 REGION GEOLOGIST		500	925 AIR MONITORING			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		8,000	926 FOUNDATION			960 PERSONAL LEAVE		
912 LANDSCAPE			927 FREE BRIDGE DESIGN			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			929 FREE BRIDGE SPECIFICATIONS					
914 REGION UTILITY LIAISON		500	932 RAILROAD & UTILITIES		200			
						TOTALS	$	$ 20,600
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
HES-32(15)

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications, and cost estimate for signalization and installation of a left turn lane at the intersection of Tualatin Valley Hwy and Mt View Lane.

1 Versteeg ✓
Anderson
Cy Adams
Cy Lincoln
2 Edwards ✓
Terpin
3 Trout
Wakerlig

RECEIVED
OCT 3 - 1984
ROAD DESIGN SECTION

NOTED
RICK KUEHN

Do Not File ☐
Return To
Bring Up ___/___/___
Action

APPROVED BY ST. HWY. ENGR. ON 7-19-84

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
		X	9/3/84
RECOMMENDED, PROJECT MANAGER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X		X J. M. Huntington for	9-12-84
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X Frank E. Terpin	9/11/84	9-17-84	

734-1614 (4-84)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02569

SECTION: Tualatin Valley Hwy @ Mt. View Lane

REGION: 2

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
29	Tualatin Valley	FROM 17.46 TO	.01

☒ URBAN ☐ RURAL	CITY	COUNTY	ROAD/STREET NAME
	Forest Grove	Washington	

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
OR 8	FAP 32	

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$ 13
RIGHT OF WAY		$ -
ROADWAY	$ 18	
STRUCTURES	$ -	
SIGNALS (CONTRACT)	$ 30 70	
ILLUMINATION	$ -	
TEMPORARY PROTECTION	$ 4	
Striping	$ 2	
40% ENGINEERING & CONTINGENCIES	$ 37	
TOTAL CONSTRUCTION		$ ~~131~~ 161
TOTAL ESTIMATE		$ ~~144~~ 174

PROJECT DATA

GRADING	(✓)	X
PAVING	(✓)	X
STRUCTURES	(✓)	
SIGNING	(✓)	X
SIGNALS	(✓)	X
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	9

RIGHT OF WAY

FILES	(#)	-
ACRES	(#)	-
RELOCATIONS	(#)	-

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	-
RIGHT OF WAY ACQUISITIONS	(S,C,A)	-

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	3/85	HES	

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)	0	0
SIGNALS (#)	0	1
BIKE PATH (Y/N)	Y	Y
AVERAGE DAILY TRAFFIC	23,000 ~~21,000~~	
YEAR OF AVERAGE DAILY TRAFFIC	'83 ~~82~~	

DEFINE THE PROBLEM

Interruption of continuous traffic warrant was met at intersection, making signal installation warranted.

PROPOSED SOLUTION

Install signal & left turn lane. Widen westbound lane to channelize traffic turning left onto Mt. View Lane.

INTERSECT Cumney ST. Signal & 19th ST. Signal

REQUESTED, REGION ENGINEER	DATE
X by Kenneth O. Haas	7-5-84
APPROVED ASST HWY ENG. FOR OPERATIONS	DATE
X	
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION	DATE
X	

TRANSP. COMM APPROVAL DATE	PROGRAM YEAR	FUNDING
		HES

734-1911 (7-82)

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02569

SECTION: Tualatin Valley Hwy. @ Mt. View Lane

REGION: 2

ENTER: S—STATE E—EXISTING C—CONSULTANT N—NO A—APPLICANT

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	S	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	S
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S N	GEOLOGY AND MINERALS	N	NOISE STUDY	S
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	S	OLD (#) 0	NEW (#) 1
						UTILITIES	S	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
-	-	-	-

COMPANIES: City of Forest Grove Electric, Sewer, Water
Storer Metro Communications Inc. (TV)
Portland General Electric
Northwest Natural Gas; General Telephone

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	DESIGN SPEED 45	DESIGN STANDARDS AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																	
on shldr					4		12	12	0				4				
on shldr					4		12	12	14				4				
PROPOSED																	

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
C. T. B.	12				
A. C.	4	2			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 3/11/84

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT E IRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02569

SECTION: Tualatin Valley Highway @ Mt. View Lane

REGION: 2

ESTIMATED RIGHT-OF-WAY IMPACTS

No additional right of way will be required for the project.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The project will not impact adjacent land uses.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project should provide safer access to and from Mt. View Lane.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION) Statewide Categorical Exclusion

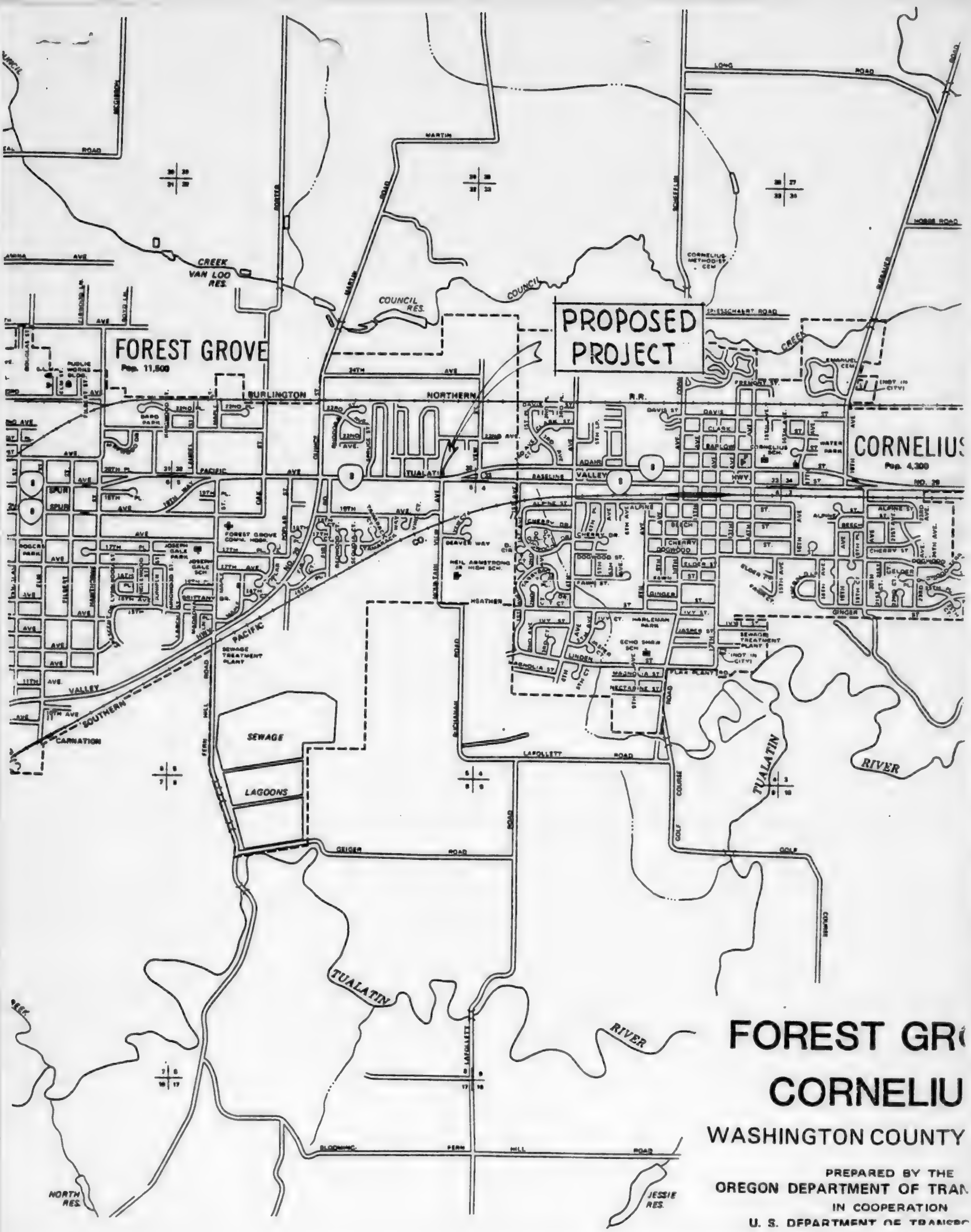
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

None

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Rick Sjolander	378-2626	

734-1913 (7-82)


PROPOSED PROJECT
FOREST GROVE
Pop. 11,500
CORNELIUS
Pop. 4,300
BURLINGTON NORTHERN R.R.
SEWAGE LAGOONS
SEWAGE TREATMENT PLANT
TUALATIN RIVER
COUNCIL CREEK
VAN LOO RES.
COUNCIL RES.
NORTH RES.
JESSIE RES.
PACIFIC SOUTHERN
CARNATION
GEIGER ROAD
LAFOLLETT ROAD
BLOOMING PERN HILL ROAD
TUALATIN VALLEY HWY.
NO. 20
NO. 29
MARTIN ROAD
LONG ROAD
HORSE ROAD
CORNELIUS PASS ROAD
GOLF COURSE
CORNELIUS METHODIST CEM.
EMANUEL CEM.
FOREST GR
CORNELIU
WASHINGTON COUNTY
PREPARED BY THE
OREGON DEPARTMENT OF TRAN
IN COOPERATION
U. S. DEPARTMENT OF TRANSPO

June 5, 1984 TRA 7

Ellen P. Twist
Route 2, Box 396
Hillsboro, OR 97123

Dear Ms. Twist:

Your letter of May 22, 1984 expressed concern with traffic safety conditions on the Tualatin Valley Highway in the vicinity of Mountain View Road in Forest Grove.

The information you requested on the criteria for traffic signal installations in enclosed.

Each location to be considered for traffic signals must meet the conditions of the traffic signal warrants before installation can be considered. Other factors are available financing (each signal costs about $80,000) and possible effects on adjacent intersections.

The warrants shown have been adopted by all 50 states and are a requirement of the Federal Highway Administration which controls the federal aid highway funds used to pay for the majority of traffic signals. As can be seen, several items of traffic data are used in the warrants.

You may be intereted to know that the Highway Division is running several traffic studies in the area. A traffic signal warrant investigation should be completed in about one week. A speed zone revision study will be underway very soon. A review of all highway signing in the area of Mountain View Road is almost completed. The review will be used to determine if new signs should be installed, if existing signs need to be upgraded and any other sign changes that might be required.

If you have any questions, feel free to contact L. E. George, our Traffic Engineer, at 38-6538 in Salem.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

Enclosure

LEG:SJ:dc ge

bc H. S. Coulter
L. E. George
D. O. Christensen

Warrant 1—Minimum vehicular volume.
Warrant 2—Interruption of continuous traffic
Warrant 3—Minimum pedestrian volume
Warrant 4—School crossings
Warrant 5—Progressive movement.
Warrant 6—Accident experience
Warrant 7—Systems.
Warrant 8—Combination of warrants.

4C-3 Warrant 1, Minimum Vehicular Volume

The Minimum Vehicular Volume warrant is intended for application where the volume of intersecting traffic is the principal reason for consideration of signal installation. The warrant is satisfied when, for each of any 8 hours of an average day, the traffic volumes given in the table below exist on the major street and on the higher-volume minor-street approach to the intersection. An "average" day is defined as a weekday representing traffic volumes normally and repeatedly found at the location.

MINIMUM VEHICULAR VOLUMES FOR WARRANT 1

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)	Vehicles per hour on higher-volume minor-street approach (one direction only)
Major Street	Minor Street		
1	1	500	150
2 or more	1	600	150
2 or more	2 or more	600	200
1	2 or more	500	200

These major-street and minor-street volumes are for the same 8 hours. During those 8 hours, the direction of higher volume on the minor street may be on one approach during some hours and on the opposite approach during other hours.

When the 85-percentile speed of major-street traffic exceeds 40 mph in either an urban or a rural area, or when the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the Minimum Vehicular Volume warrant is 70 percent of the requirements above.

4C-4 Warrant 2, Interruption of Continuous Traffic

The Interruption of Continuous Traffic warrant applies to operating conditions where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or hazard in entering or crossing the major street. The warrant is satisfied when,

for each of any 8 hours of an average day, the traffic volumes given in the table below exist on the major street and on the higher-volume minor-street approach to the intersection, and the signal installation will not seriously disrupt progressive traffic flow.

MINIMUM VEHICULAR VOLUMES FOR WARRANT 2

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)	Vehicles per hour on higher-volume minor-street approach (one direction only)
Major Street	Minor Street		
1	1	750	75
2 or more	1	900	75
2 or more	2 or more	900	100
1	2 or more	750	100

These major-street and minor-street volumes are for the same 8 hours. During those 8 hours, the direction of higher volume on the minor street may be on one approach during some hours and on the opposite approach during other hours.

When the 85-percentile speed of major-street traffic exceeds 40 mph in either an urban or a rural area, or when the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the Interruption of Continuous Traffic warrant is 70 percent of the requirements above.

4C-5 Warrant 3, Minimum Pedestrian Volume

The Minimum Pedestrian Volume warrant is satisfied when, for each of any 8 hours of an average day, the following traffic volumes exist:

1. On the major street, 600 or more vehicles per hour enter the intersection (total of both approaches); or where there is a raised median island 4 feet or more in width, 1,000 or more vehicles per hour (total of both approaches) enter the intersection on the major street; and
2. During the same 8 hours as in paragraph (1) there are 150 or more pedestrians per hour on the highest volume crosswalk crossing the major street.

When the 85-percentile speed of major-street traffic exceeds 40 mph in either an urban or a rural area, or when the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the Minimum Pedestrian Volume warrant is 70 percent of the requirements above.

A signal installed under this warrant at an isolated intersection should be of the traffic-actuated type with push buttons for pedestrians crossing the main street. If such a signal is installed at an intersection within a signal system, it should be equipped and operated with control devices which provide proper coordination.

Signals installed according to this warrant shall be equipped with pedestrian indications conforming to requirements set forth in other sections of this Manual.

Signals may be installed at nonintersection locations (mid-block) provided the requirements of this warrant are met, and provided that the related crosswalk is not closer than 150 feet to another established crosswalk. Curbside parking should be prohibited for 100 feet in advance of and 20 feet beyond the crosswalk. Phasing, coordination, and installation must conform to standards set forth in this Manual. Special attention should be given to the signal head placement and the signs and markings used at nonintersection locations to be sure drivers are aware of this special application.

4C-6 Warrant 4, School Crossing

A traffic control signal may be warranted at an established school crossing when a traffic engineering study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of school children at the school crossing shows that the number of adequate gaps in the traffic stream during the period when the children are using the crossing is less than the number of minutes in the same period (sec. 7A-3).

When traffic control signals are installed entirely under this warrant:

1. Pedestrian indications shall be provided at least for each crosswalk established as a school crossing.

2. At an intersection, the signal normally should be traffic-actuated. As a minimum, it should be semi-traffic-actuated, but full actuation with detectors on all approaches may be desirable. Intersection installations that can be fitted into progressive signal systems may have pretimed control.

3. At non-intersection crossings, the signal should be pedestrian-actuated, parking and other obstructions to view should be prohibited for at least 100 feet in advance of and 20 feet beyond the crosswalk, and the installation should include suitable standard signs and pavement markings. Special police supervision and/or enforcement should be provided for a new non-intersection installation.

4C-7 Warrant 5, Progressive Movement

Progressive movement control sometimes necessitates traffic signal installations at intersections where they would not otherwise be warranted, in order to maintain proper grouping of vehicles and effectively regulate group speed. The Progressive Movement warrant is satisfied when:

1. On a one-way street or a street which has predominantly unidirectional traffic, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning and speed control, or

2. On a two-way street, adjacent signals do not provide the necessary degree of platooning and speed control and the proposed and adjacent signals could constitute a progressive signal system.

The installation of a signal according to this warrant should be based on the 85-percentile speed unless an engineering study indicates that another speed is more desirable.

The installation of a signal according to this warrant should not be considered where the resultant signal spacing would be less than 1000 feet.

4C-8 Warrant 6, Accident Experience

The Accident Experience warrant is satisfied when:

1. Adequate trial of less restrictive remedies with satisfactory observance and enforcement has failed to reduce the accident frequency; and

2. Five or more reported accidents, of types susceptible to correction by traffic signal control, have occurred within a 12-month period, each accident involving personal injury or property damage to an apparent extent of $100 or more; and

3. There exists a volume of vehicular and pedestrian traffic not less than 80 percent of the requirements specified either in the Minimum Vehicular Volume warrant, the Interruption of Continuous Traffic warrant, or the Minimum Pedestrian Volume warrant; and

4. The signal installation will not seriously disrupt progressive traffic flow.

Any traffic signal installed solely on the Accident Experience warrant should be semi-traffic-actuated (with control devices which provide proper coordination if installed at an intersection within a coordinated system) and normally should be fully traffic-actuated if installed at an isolated intersection.

4C-9 Warrant 7, Systems Warrant

A traffic signal installation at some intersections may be warranted to encourage concentration and organization of traffic flow networks. The Systems warrant is applicable when the common intersection of two or more major routes has a total existing, or immediately projected, entering volume of at least 800 vehicles during the peak hour of a typical weekday, or each of any five hours of a Saturday and/or Sunday.

A major route as used in the above warrant has one or more of the following characteristics:

1. It is part of the street or highway system that serves as the principal network for through traffic flow;

2. It connects areas of principal traffic generation;

3. It includes rural or suburban highways outside, entering or traversing a city;

4. It has surface street freeway or expressway ramp terminals;

5. It appears as a major route on an official plan such as a major street plan in an urban area traffic and transportation study.

4C-10 Warrant 8, Combination of Warrants

In exceptional cases, signals occasionally may be justified where no single warrant is satisfied but where two or more of Warrants 1, 2, and 3 are satisfied to the extent of 80 percent or more of the stated values.

Adequate trial of other remedial measures which cause less delay and inconvenience to traffic should precede installation of signals under this warrant.

4C-11 Factors Governing Selection of Type of Control

The principal factors that may lead to the favorable consideration of traffic-actuated control in the selection of the type of signal control include:

1. Low, fluctuating or unbalanced traffic volumes.

2. High side street traffic volumes and delays only during the peak hours.

3. The pedestrian or accident warrant is the only warrant which is met.

4. The installation is to provide for one-way movement of two-way traffic.

5. The installation is at a non intersection location.

4C-12 Pedestrian-Actuated Control

Operation of traffic-actuated signals must take into consideration the needs of pedestrians as well as vehicular traffic. This can be accomplished in the following ways:

1. When pedestrian signals are not warranted (sec. 4D-3) in conjunction with a traffic-actuated signal installation but where occasional pedestrian movement exists and there is inadequate opportunity to cross without undue delay, pedestrian detectors shall be installed and operated as prescribed in sections 4D-6 and 7.

2. When pedestrian signals are not otherwise warranted but a pedestrian movement exists which would not have adequate crossing time during the green interval, pedestrian signals and detectors shall be installed and operated as prescribed in sections 4D-6 and 7.

3. When pedestrian signals are warranted and installed in conjunction with a traffic-actuated signal, the operation should follow the patterns described in sections 4D-6 and 7.

Rt. 2, Box 396
Hillsboro, OR 97123
May 22, 1984

Hwy 29
M.P. 15.45 - 19.32
17.48 - 17.68

Mr. H. S. Coulter
State Highway Dept.
140 Transportation Blvd.
Salem, OR 97310

Dear Mr. Coulter,

I am one of a number of citizens in Washington County who is extremely concerned about the amount and speed of the traffic on the Tualatin Valley Highway through Cornelius and Forest Grove.

Quite recently a school girl was killed crossing the highway after exiting her school bus. Upon examination of the area, one notes that there are a number of trailer courts on the North side of the street, Camelot Care Center and a junior high on the south side. There are bus stops on both sides of the street transporting people to and from Portland.

From the above description, it is apparent there must be a lot of pedestrian traffic. In particular, there are a lot of students crossing morning and afternoon, and quite a few senior citizens at Camelot and Rose Acres Mobil Homes crossing during the day as well as those using public transportation.

My understanding of the procesa to gain a street light must be quite superficial. Is it merely the amount of cars travelling east and west on this highway? Does the amount of pedestrian traffic across the highway count at all?

I am anxiously awaiting your reply.

Sincerely,
Ellen P. Twist

cc: Peggy Schlimgen,
Editor, 58th Edition

RECEIVED
MAY 25 1984
TRAFFIC ENGINEERING

RECEIVED TECHNICAL SERVICES
MAY 24 '84
REFER TO Peggy FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
MAY 24 '84
REFER TO Hunter FOR
Info | Invest | R/D | D/R | Sign | Act | File

10,115

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

June 1, 1984

TRA 7

The Honorable Wes M. Myllenbeck
Chairman
Washington County Board of
Commissioners
Administration Building
150 North First Avenue
Hillsboro, OR 97123

na

Your letter of May 22, 1984 requested that a complete investigation be conducted on the Tualatin Valley Highway at Mountain View Road in the City of Forest Grove. The Highway Division is in the process of investigating this site.

A speed zone investigation will be completed in the near future and will be used to determine if the existing speed zoning should be changed. Traffic counts are being conducted presently. Traffic counts include the volumes of vehicles, buses, trucks, bicycles, and pedestrians using an intersection. The speed zone data and traffic counts will be used to determine if the intersection meets the Federal Highway Administration's standards for installation of a traffic signal. The signing in this area is also being reviewed to determine if modifications are appropriate.

The Highway Division would like to thank you for your concern for safety on Oregon's highways.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

SAJ:ds

bc: H. S. Coulter
E. S. Hunter
D. O. Christensen
J. L. Gunter

RECEIVED
STATE HWY ENGR
JUN 5 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Y-I | File

Form 734-3123

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123
(503) 648-8681

BOARD OF COMMISSIONERS
WES MYLLENBECK, Chairman
BONNIE L. HAYS, Vice Chairman
EVA M. KILLPACK
JOHN E. MEEK
LUCILLE WARREN

ROOM 418

May 22, 1984

Mr. L. E. George
State Traffic Engineer
Oregon Highway Division
504-A Transportation Bldg.
Salem, Oregon 97310

RE: TUALATIN VALLEY HIGHWAY SAFETY IMPROVEMENT

The Washington County Board of Commissioners concurs strongly with the cities of Forest Grove and Cornelius and the Neil Armstrong Middle School in requesting a safety improvement for the Tualatin Valley Highway in the vicinity of Mountain View Lane in Forest Grove near the east city limits.

This is the area where a Neil Armstrong Middle School student was killed on April 24th when she was struck by a vehicle as she walked across the highway after departing a school bus. There have been several other accidents in this vicinity.

Washington County shares the concern expressed by Forest Grove and Cornelius that our roadways be safe. We urge you to proceed with a complete investigation of traffic in this particular area as expeditiously as possible. Further, we request to be advised of your recommendations for action.

We pledge our full cooperation in efforts to find a solution and offer any assistance which you can utilize from our County staff.

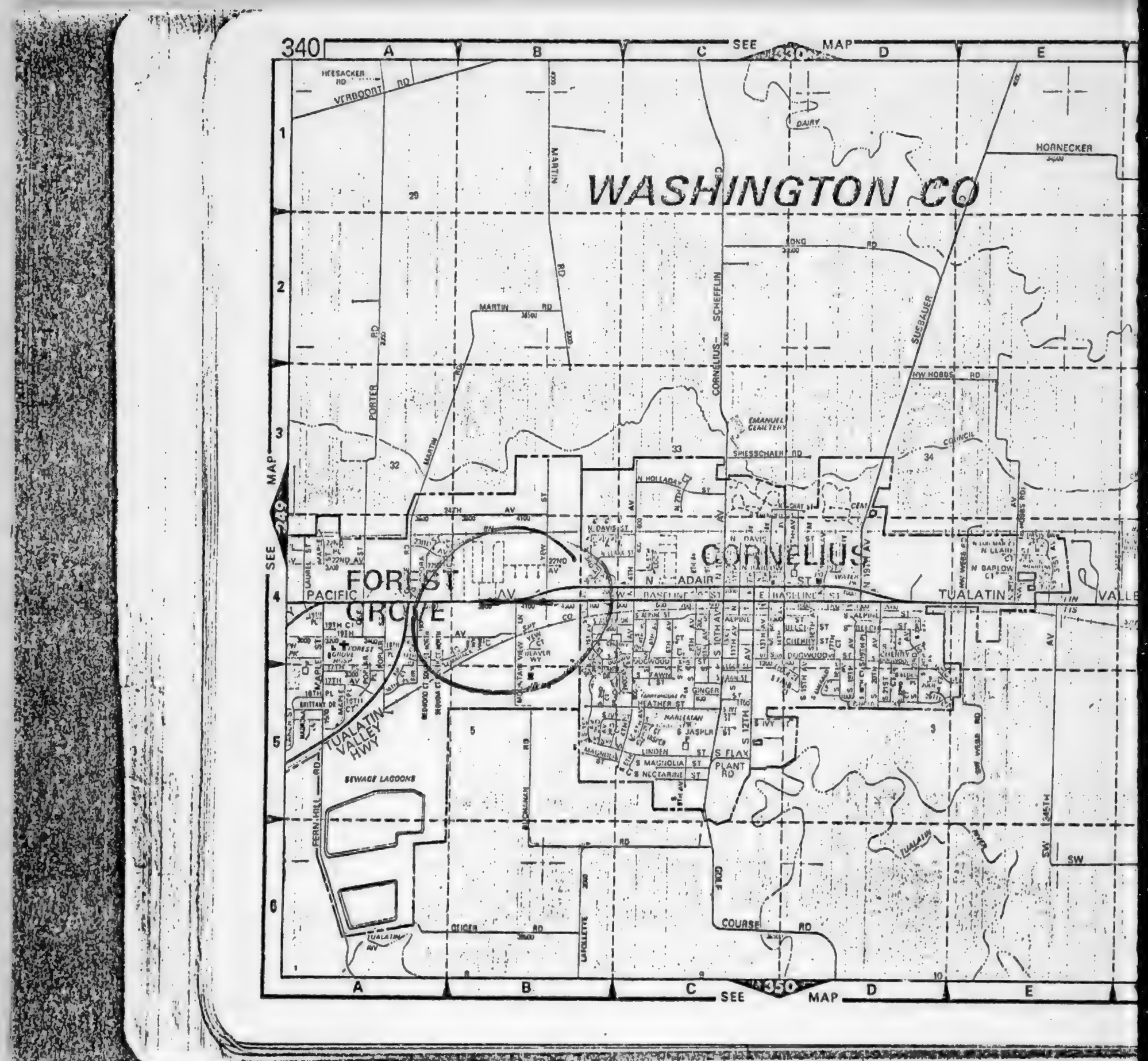
Wes M. Myllenbeck, Chairman
Board of County Commissioners

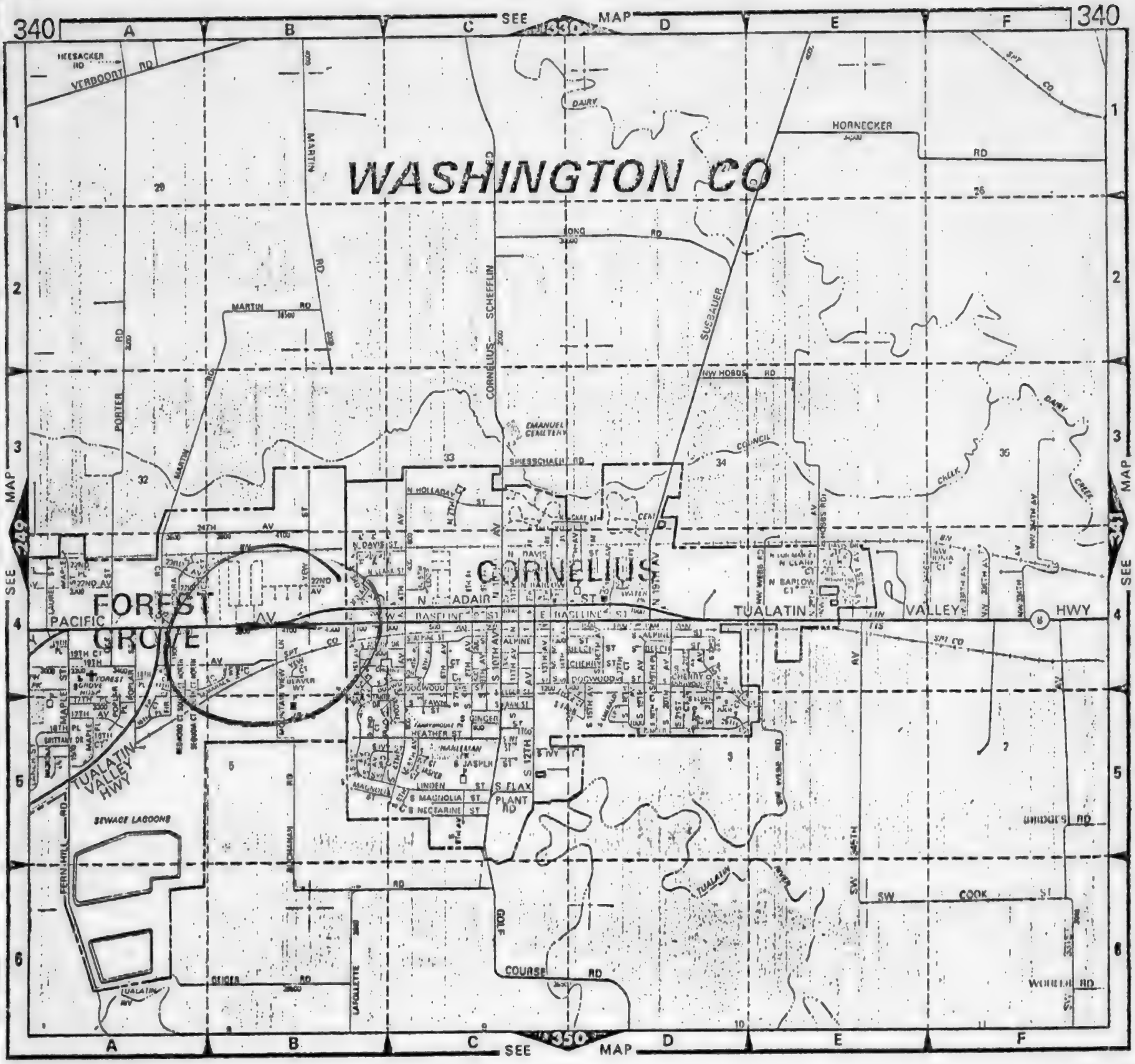
WMM:ja

NOTED
L. E. GEORGE

RECEIVED
MAY 24 1984
TRAFFIC ENGINEERING

NOTED
J. O. BUILER


340
A
B
C
SEE MAP 330
D
E
WASHINGTON CO
VERBOORT RD
HRESACKER RD
DAIRY
HORNECKER
MARTIN RD
PORTER RD
CORNELIUS SCHEFFLIN RD
SUSBAUER
HW HOBBS RD
EMANUEL CEMETERY
SPIESSCHAERT RD
COUNCIL
N HOLLADAY ST
N DAVIS ST
FOREST GROVE
CORNELIUS
PACIFIC AV
N ADAIR ST
E BASELINE ST
TUALATIN
TUALATIN VALLEY HWY
SEWAGE LAGOONS
FERN HILL RD
PLANT RD
S FLAX
S MAGNOLIA ST
S NECTARINE ST
HEATHER ST
LINDEN ST
GOLF COURSE RD
GEIGER RD
LAFOLLETTE
SW 345TH
SEE MAP 350
MAP 249


340
SEE MAP 340
A
B
C
D
E
F
WASHINGTON CO
MEEKER RD
VERBOORT RD
DAIRY
HORNECKER RD
SPT CO
MARTIN RD
SCHEFFLIN RD
CORNELIUS
SUSBAUER
LONG RD
NW HOBBS RD
PORTER RD
EMANUEL CEMETERY
SPRESSCHAER RD
COUNCIL CREEK
N HOLLADAY ST
N DAVIS ST
N ADAIR ST
E BASELINE ST
W BASELINE ST
247TH AV
22ND AV
FOREST GROVE
PACIFIC HWY
TUALATIN VALLEY HWY
SEWAGE LAGOONS
S FLAX PLANT RD
S MAGNOLIA ST
S NECTARINE ST
S JASPER ST
S LINDEN ST
GOLF COURSE RD
GEIGER RD
FERN HILL RD
BOONES FERRY RD
SW COOK ST
SW 45TH
SW MYRE RD
TUALATIN RIVER
WOOD RD
TUALATIN VALLEY HWY
8
SEE MAP 249
SEE MAP 341
SEE MAP 350

4/16/84

forest grove

May 16, 1984

RECEIVED
3:34
WASHINGTON COUNTY
BOARD OF COMMISSIONERS

Mr. John Gunter, District Engineer
Region 3
Department of Transportation
State Highway Division
2960 East State Street
Salem, Oregon 97310

Dear Mr. Gunter:

The Forest Grove City Council, at its May 14, 1984 regular meeting, received a petition regarding the installation of a stop light at the intersection of the Tualatin Valley Highway and Mountain View Lane in Forest Grove. In addition, students and teachers from Neil Armstrong Middle School attended the Council meeting to re-emphasize their concern. As I am sure you are aware, on April 24th, a Neil Armstrong Middle School student was killed at this intersection after being struck by a vehicle.

The Forest Grove City Council, as well as our neighbor to the east - the City of Cornelius - share a concern that safety on all our roadways within our cities be at a maximum level. Consequently, the Forest Grove City Council urges your department to thoroughly investigate the traffic situation at the intersection of Tualatin Valley Highway and Mountain View Lane in Forest Grove and to consider the petition for the installation of a traffic signal at that intersection. It is my understanding that Washington County officials may also be contacting you regarding this matter. In short, it is apparent that a number of individuals and jurisdictions share a common goal that our streets be as safe as possible for pedestrians as well as vehicles. Your thorough investigation of this particular intersection can assist in achieving this goal.

Enclosed for your review are the following documents:
(1) April 24, 1984 letter and petition from Neil Armstrong Middle School.
(2) May 9, 1984 letter from Cornelius City Manager, Mark Arbuthnot.

Sincerely,

Michael E. Solomon

Michael E. Solomon
City Manager

MES:za
cc: Gary Lucas, Superintendent, School District #15
Georgia Deetz, Principal, Neil Armstrong Middle School
Mark Arbuthnot, City Manager, Cornelius
John Meek, Washington County Commissioner

A FAMILY TOWN
CORNELIUS

City of Cornelius
1355 N. Barlow Street P.O. Box 607, Cornelius, Oregon 97
Water Dept. 357-9112 Police Dept. 357-2184 City Manager 648-1197

RECEIVE
MAY 1 0 19
City of Forest G

May 9, 1984

Mike Soloman
City Manager
P.O. Box 326
Forest Grove, Oregon 97116

Re: Stoplight at Mountain View Lane for crossing Tualatin Valley Highway

Dear Mike:

The City Council received a letter with signatures from students and staff at Neil Armstrong Middle School asking for consideration of "a stoplight at the intersection so that no other lives will be endangered".

I informed the Council that your Council would be considering this at their next regular meeting and that it was probably going to be referred to the State Department of Roads for consideration and recommendations.

The Cornelius City Council passed a motion to support Forest Grove City Council on any action they may take on this issue.

If you have any questions regarding this matter please call me.

I am enclosing information received from school.

Cordially,

Mark F. Arbuthnot
City Manager

MFA:mo

Enclosure

Neil Armstrong Middle School

1777 Mountain View Lane
Forest Grove OR 97116

May 9, 1984

RECEIVED
MAY 11 1984
City of Forest Grove

Honorable City Council:

We, members of the 8th grade class at Neil Armstrong Middle School, request your permission to be put on the agenda of the May 14th City Council meeting. Melissa Smith and Tabatha Musgrove would like to present a petition concerning the placement of a stoplight at the corner of Mountain View Lane and T.V. Highway. Thank you for your consideration in this matter.

Sincerely,

Doug Thompson
Jenny Hamelman
Julie Hart

[illegible]	Don Sanders
Doyle Brown	Trevor Thompson
David Rohlack	Matt O'Dell
[illegible]	Marleen M. Gillin
Corey Pecas	Cari Van Biercon
Earl Cranor	Shawna Verhoot
[illegible]	Flora Ybarra
[illegible]	Priscilla Brooten
Melinda Kelsey	Brooke [illegible]
Kathryn Kindel	Jennifer Hines
Jennifer Davis	Trisha Mumbrue
Barbara Wampler	Lori Owens
Kris Darrell	Kim Shackelford
Liz Najera	William [illegible]
[illegible]	Wendy Delay
Chatty Brown, 6th grade	Susan Daffron
Justin Coppedge	Angie Jennings
Chris Hinman	Bobby Blake
Teira Watkins	Scott Wenerlin
Scott Pokallus	Danny Buchanan
[illegible]	Mark Allen Tau
Tom O'Daniels	[illegible]
[illegible]	[illegible]
Brian Allen	[illegible]
[illegible]	Jana Welter

1985	Millican Cr.-McMinnville (Bikeway) Unit 2 Sec. of Pacific Hwy. West (Bikeway)	10,116

April 2, 1986

CON 5 - #10,116

Industrial Indemnity Co. of the Northwest
421 S.W. 6th Avenue
Portland, OR 97204

Contract No. 10,116 awarded to Rowell & Wickersham Contractors, Inc. for work on the Millican Creek-McMinnville (Bikeway) Unit 2 Section of the Pacific Highway West in Yamhill County was completed on January 6, 1986, and accepted by the State Highway Division on March 17, 1986.

Final payment in the amount of $2,676.33 will be released to the contractor after April 7, 1986. The total contract amount is $109,228.72 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Rowell & Wickersham Contractors, Inc.
P.O. Box 472
McMinnville, OR 97128

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Bill Anhorn

10,116

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10116

TO: Robert Gormsen
Manager, Commission Services

DATE: March 17, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10116 , On Site Work Substantially Completed October 11, 1985
All Work Completed	January 6, 1986
Project	Millican Cr.-McMinnville (Bikeway) Unit 2
Highway	Pacific Highway West
County	Yamhill
Type of Work	Bikeway
Contractor	Rowell & Wickersham Contractors

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

4-2-86 - Surety letter written.

RECEIVED
MAR 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125.1307

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Millican Creek - McMinnville (Bikeway Unit 2)		WEEK ENDING: Jan. 11, 1986
		SECTION PREFIX: C10116
HIGHWAY: Pacific Highway West		COUNTY: Yamhill
NAME OF JOB: Millican Cr.-McMinnville (Unit 2)	KIND OF WORK: Bikeway	
CONTRACTOR: Rowell & Wickersham Contractors	CONTRACT NUMBER: 10116	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 31, 1985	DATE WORK STARTED: Sept. 9, 1985	ESTIMATED COMPLETION DATE: Oct. 11, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 124,940.09	SPECIFIED COMPLETION DATE: 10/15/85	PERCENT OF TIME ELAPSED: 95
EXCLUSIVE OF ENGINEERING: $ 115,032.95	ENGINEERING AUTHORIZATION $ 9,907.14	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 115,032.95	ENGINEERING COST TO DATE $ 11,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION . . . . . 116 %	DATE PROJECT WAS COMPLETED: Oct. 11, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	00	100	100	100	00	00	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED	0.0	0.0	0.0	0.0	0.0
MILES COMPLETED	0.0	0.0	0.0	0.0	0.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2969 cy	1000 tn	0.0	0.0	1150 tn
TOTAL QUANTITIES CORRECTED TO DATE	0cy	0tn	0tn	0tn	0sy
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2866 tn	930tn	0tn	0tn	1430 tn
AVERAGE DAILY QUANTITIES	0cy	0tn	0	0tn	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	0000	0000	0000	0000	0000	0000		
PERCENT	00	00	00	00	00	00		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5	******			
MONDAY 6	Cloudy			
TUESDAY 7	Cloudy			
WEDNESDAY 8	Showers			
THURSDAY 9	Showers			
FRIDAY 10	Showers			
SATURDAY 11	******			

CONTR. NO: 10116 DATE: Jan. 11, 1986

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

5 SUNDAY	No activity.
6 MONDAY	No activity.
7 TUESDAY	No activity.
8 WEDNESDAY	No activity.
9 THURSDAY	No activity.
10 FRIDAY	No activity.
11 SATURDAY	No activity.

REMARKS

STATUS: Work complete.
Second notification - October 11, 1985.
Third notification - January 6, 1986.

ANTICIPATE: Semi-Final Data submitted to Region January 7, 1986.
Last report.

SIGNED ARVEY D. NELSON, PROJECT MANAGER LOCATION SALEM

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

STATE OF OREGON — INTEROFFICE MEMO

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION — LOC 3

TO: F I L E S

DATE: September 6, 1985

FROM: E. S. Hunter
Acting State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
July 25, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened July 25, 1985 on the following projects:

1. Marquam Creek Bridge
   Cascade Highway South
   Clackamas County
   Structures

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

2. Myrtle Creek (Broyden) Bridge
   Myrtle Creek Road
   Coos County
   Structures

   Same as No. 1.

3. Myrtle Grove Slide
   Dillard Highway
   Douglas County,
   Misc. Highway Appurtenances

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Pacific Highway at Garden Valley Interchange
   Pacific Highway
   Douglas County
   Signals

   Pedestrian signals will be provided for pedestrian and bicycle traffic.

81-125-1387

Contains Recycled Materials

5. John Day-Canyon City Section
   John Day-Burns Highway
   Grant County
   Overlay

   Shoulders being widened to provide a 4-foot bike lane adjacent to 12-foot travel lanes.

6. Mt. Vernon-John Day (Bikeway - Unit 2)
   John Day Highway
   Grant County
   A.C. Paving and Oiling

   Bikeway project. Shoulders being widened to provide 4-foot bike lanes adjacent to 12-foot travel lanes.

7. Starr Ridge-Cottonwood Creek
   John Day-Burns Highway
   Grant County
   A.C. Paving and Oiling

   Same as No. 1.

8. N. Fork Sprague River Bridge
   Camp Six Road
   Klamath County
   Structures

   Same as No. 1.

9. Green Creek Bridge
   Mapleton-Junction City Highway
   Lane County
   Structures

   Same as No. 1.

10. Mapleton-M.P. 25.7
    Florence-Eugene Highway
    Lane County
    Misc. Highway Appurtenances

    Same as No. 3.

11. Reed Service Road Bridge
Pacific Highway
Lane County
Structure

Same as No. 1.

12. Willow Creek (Robertson) Bridge
9th Avenue East (County Road)
Malheur County
Structures

Same as No. 1.

13. Willow Creek (Tomasello Road) Bridge
Tomasello Road (County Road)
Malheur County
Structures

Same as No. 1.

14. Washington State Line-Linn/Lane County Line (Unit 1)
Pacific Highway
Marion and Linn Counties
Signing

Same as No. 3.

15. Sandy River-Corbett Interchange
Columbia River Highway
Multnomah County
Overlay

Same as No. 3.

16. Cold Springs Bridge
Pendleton-Cold Springs Highway
Umatilla County
Structures

Same as No. 1.

17. Forest Boundary-M.P. 25.83
Enterprise-Lewiston Highway
Wallowa County
A.C. Paving and Oiling

Same as No. 1.

18. Tualatin Valley Highway at Mountain View Lane
Tualatin Valley Highway
Washington County
Paving and Signals

Walks and pedestrian signals will be provided for pedestrian traffic.

19. Millican Creek-McMinnville (Bikeway - Unit 2)
Pacific Highway West
Yamhill County
A.C. Paving and Oiling

Bikeway project. Shoulders being widened to provide a bike lane adjacent to travel lanes.

ESH:BCE:ja

cc D. G. Talbot
L. E. George
Bob Pool

August 20, 1985

CON 5
$10,116

Rowell and Wickersham Contractors, Inc.
2245 Three Mile Lane
P. O. Box 472
McMinnville, OR 97128

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 10,116 for the Millican Creek-McMinnville (Bikeway) Unit 2 Section of Pacific Highway West in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure
cc: Industrial Indemnity Company
of the Northwest
421 S. W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Arvey Nelson

ASPHALT PAVING | EXCAVATING | SURFACING | GRADING

ROWELL & WICKERSHAM CONTRACTORS, INC.

MASONIC BUILDING
PHONE 472-5366

P. O. BOX 472
McMINNVILLE, OREGON

July 30, 1985

Bob Gormsen
Commission Services
Transportation Building
Salem, Oregon 97310

RE: Minority Requirment for Millican Cr., McMinnville (Bikeway) Unit 2;
Pacific Highway West, Yamhill County

Dear Mr. Gormsen:

DBE: TPT Services, Inc.
250 S.W. Tualatin Loop
West Linn, Oregon 97068

Total Amount: $8,520.00

Item No.		
2	Temporary Protection & Direction of Traffic	1,200.00
3	Temporary Signs	2,440.00
4	Temporary Barricades	170.00
5	Temporary Plastic Safety Markers	1,200.00
6	Sequential Arrow Signs	1,300.00
13	Single Mail Box Supports	330.00
14	Multiple Mail Box Supports	300.00
15	Mail Box Concrete Collars	40.00
16	Delineators, Type 2	1,540.00
	Total DBE	8,520.00

WBE: Polar Transport, Inc.
1521 East 5th
McMinnville, Oregon 97128

Total Amount: $2,114.00

Trucking of Cement Treated Base	2.80 T.	
	Total WBE	2,114.00

If you have any questions feel free to contact me at your convience. Thank You.

Sincerely,

Steve Burch

Steve Burch, Vice President
ROWELL & WICKERSHAM CONTRACTORS, INC.

SB: rh

RECEIVED
JUL 30 1985
3:40 pm
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Art Inearell
cc Thomas Jones

10, 16

STATE OF OREGON
HIGHWAY - TRAFFIC

INTEROFFICE MEMO

FILE TRA 24 Yamhill

TO: FILE

DATE: June 7, 1985

FROM: Jim Buettner
Sign Designer

SUBJECT: Millican Creek-McMinnville (Bikeway) Unit 2 Section
Highway 1-W (ORE99-W)
Yamhill County

Bill Geibel, bicycle engineer has recommended the use of "BIKES ON SHOULDER" signs at the beginning of the project in each direction, and in addition the use of "BIKES ON ROADWAY" signs in advance of the narrow structures.

I recommend the addition to the contract an anticipated item for bikeway signs in the amount of $1500. No other signing will be involved in this project.

JB:lp

cc: T. W. Litchfield
[redacted]
Steve Wilson

6-18
Jim: NO - we decided on extra signing. Possible examples:

Bicycles Cross ~~Bridge~~ Bridge with Caution

or

Use Bridge with Caution

white on green — ea. bridge

Discussed w/ Buettner 6/18/85

81-125-1387

10,116

NARRATIVE REPORT

MILLICAN CREEK - McMINNVILLE (BIKEWAY)

PACIFIC HIGHWAY WEST

YAMHILL COUNTY

APRIL 18, 1985

This project is located between Lafayette and McMinnville on Pacific Hwy West (99W). The purpose of this project is to construct a six foot bikeway along the northbound and southbound lanes of a four-lane divided highway.

PROJECT HISTORY

The prospectus for this project was written in April 1984. The recommended funding source is State Bikeway Funds. The estimated cost of the project at that time was $296,000.

The existing highway between McMinnville and Lafayette is a four-lane (two northbound, two southbound) divided highway. The existing surfacing is generally older asphaltic concrete, but there are areas where the older PCC paved highway is exposed. Much of the AC driving surface is badly worn and broken up. An overlay of the entire section will be necessary sometime in the near future.

The existing highway is also rather narrow. The AC surface varies in width on both directions, but averages about 24 feet from edge to edge. In some areas the AC pavement is completely

broken down and the old concrete edge is the edge of pavement. The width in those areas is 18 to 20 feet. Because of high speed traffic (heavy at times). This section sometimes becomes congested.

The proposed new section (as per Prospectus) was to widen and cement treat the existing right side shoulders in place. The existing base is sufficient to provide an eight inch depth of CTB. The shoulder areas were then to be paved, to a standard width of 18 feet from centerline to edge of pavement. Some earthwork was expected to be necessary.

In gravel shoulder areas of sufficient width, where the existing pavement is wider than 12 feet it was decided to excavate at the existing pavement edge to a depth of 4 inches. The excavated material is to be moved aside and then reused as shoulder rock as required. In PCC areas where there is a weakened area between the edge of the PCC slab (about 9 feet from centerline) and the edge of pavement, it is proposed to excavate at the PCC edge and place 18 inches of aggregate base and 4 inches of AC. Two major sections within the project limits will not require widening or earthwork. The sections from McMinnville north city limits (Sta 64+50 W) to Sta 89+00 and from Sta 180+00 to Millican Creek, both northbound, are 18 feet wide. Re-striping is all that will be necessary in these areas.

TYPICAL SECTION

The typical section for this project is as follows:

-- Class "C" Asphaltic Concrete Wearing Course depth 2".

-- Class "B" Asphalt Concrete Base Course depth 2".

-- Aggregate Base depth 8" or 18", depending on area.

-- Existing Aggregate Base (depth varies 7 - 10").

The shoulders will be sloped 4:1, normally there are several areas where minor fills will be needed. The right of way in these areas (Sta 93+00 - 107+00 northbound) is only 30 feet wide from centerline making 1-1/2:1 backslope necessary there to stay within right of way.

ALIGNMENT

No changes in horizontal or vertical alignment are proposed.

Currently there are some areas which are sight distance hazards at highway speeds. Proposed bikeway construction is not expected to affect these problems. Correction of the problems is beyond the scope of this project.

CENTERLINE ESTABLISHMENT

The actual "As Constructed" and "Right of Way" lines were not re-run in the field. For location purposes it was decided to use the existing north- and southbound centerlines. The equation

station of 118+49.88 POT (southbound highway) = 2461+15.38 POT (railroad mainline) was used as the basis for stationing on both lines. Stations were chained from that point both directions on the lines. This stationing was the only stationing used for this project.

MATERIALS

For this project there is approximately 4,000 cubic yards of general excavation. 360 cubic yards of embankment are required, allowing 20 percent for shrinkage. This will leave a surplus of 3,640 cubic yards which will become the property of the contractor.

Excavated shoulder material not needed for embankment should be used for rock slopes. In areas where sufficient shoulder width exists, removal of 4 inches of asphalt or aggregate material will be covered under bid item for preparation of shoulders.

DRAINAGE

No major drainage changes are proposed. The new slopes in most areas will not affect the existing ditches or other drainage patterns. In areas where cuts and fills are to be constructed, a one foot ditch is typical adjacent to the roadway. Ditches are also proposed in the area of the St Joseph railroad undercrossing structure. Vertical alignments are not a problem; the highway grade varies considerably.

The ditches near the St Joseph structure are to carry drainage away from the bikeway. The ditches are to end at Type "D" inlets, which will connect to existing storm drains with 12 inch pipes. The existing storm system already handles this drainage; the ditches will not add to the burden. Currently water runs off into the roadway at the structure corners to reach the inlets. The ditches should help that problem.

Several driveway culverts are to be replaced on the northbound side in fill areas. A crossing culvert at Sta 95+15 northbound needs to be extended three feet. Near the end of the existing cross culvert is a "homemade" inlet which catches the outfall and carries it in an underground pipe to the North Yamhill River channel. A type D inlet will be installed to pick up the drainage.

WIDTH RESTRICTIONS

There are two areas on the project where adequate width for the bikeways will be impossible to obtain. One is the St Joseph undercrossing structure where the bike lane will narrow to five feet, and the other is the southbound bridge over the North Yamhill River.

The North Yamhill River Bridge is 20 feet wide from curb to curb. There is a narrow sidewalk on the left side of the structure. At this time no replacement or widening of the bridge is scheduled.

The proposal to handle bike traffic here, is to pave the shoulders an 18 foot width on both ends until reaching the guard-rail. The guardrail flares will be paved as shown in standard drawings. Signs will be posted to warn motorists of "Bicycles in Roadway". No bridge work is proposed as that would be far beyond the scope of this project. Advancement of this bridge replace-ment should be considered.

The St Joseph undercrossing is just wide enough on the northbound side to handle the bikeway typical section with no extra work. There is no extra width beyond the bikeway.
On the southbound side the width, 17 feet from centerline to structure, is less than necessary for the proposed section (see 1952 Construction Plans in Location Data). The bike lane here will narrow to five feet.

UTILITIES

Utility conflicts should not be a major problem. No water or sewer lines are known to be within work areas. The Southern Pacific Railroad undercrossing (St Joseph) will not be affected by proposed construction. At this time there are two known possible conflicts.

Northwest Natural Gas is planning to install a new gas line in the project area. Their project is still in the planning stages. Region II Utilities Specialist, Jerry Miller, has been contacted about this project.

There are three wood telephone poles on the southbound side which will need to be relocated. The poles are located between Sta 159+00 and 163+00 on the right side cutbank. Proposed excavation will cut into that bank.

RIGHT OF WAY

No right of way is expected to be required on this project. In certain areas the proposed construction slopes will be near the right of way.

In the area of the cut mentioned in Utilities section, there is a tree farm which appears to encroach on right of way. The approximate right of way will be marked with stakes by Arvey Nelson's crew.

Pete Fidler

Pete Fidler, Region 2 Location Supervisor

Locating Engineer's Statement

2

Form 81-734-3363

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 036-1489-901 Highway Pacific Hwy. West Section Millican Cr. - N. McMinnville (Bikeway)

Highway Class FAP Date 3-21-85

Yes	No	N/A*		
			1.	Are the following being submitted?
X				a. Detail Map (Hard Copy).
	X			b. Small Scale Ownership Map.
	X			c. Abandonment Map.
X				d. Vicinity Maps (PUC and Structures).
		X		e. RR Encroachment Maps and Cross Sections.
		X		f. Interchange Layout Sheets.
	X			g. Location Profile.
X				h. Located Line Cross Sections.
		X		i. Mass Diagram.
X				j. Earthwork and Other Calculations to Support Estimate.
X				k. Field Notes.
		X		l. Coordinate Sheets.
		X		m. Clearing and Grubbing Chart.
				n. Report on Bench Mark Recoveries (Form E-369)
X				(1) Description of Bench Mark (Form E-185).
				(2) Report on Condition of Bench Mark (Form E-186).
X				o. Photostats of Deeds and Legal Instruments covering Ownerships.
		X		p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
		X		q. Property Appraisal and justifications for alternate facilities.
	X			r. Preliminary Soils and Material Report.
	X			s. Statement of Source of Materials and Stockpile Site (Form E-368).
	X			t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
	X			u. Estimate for Movement of Utilities.
X				v. Quantity Summary.
X				w. Cost Estimate.
X				x. Narrative Report of Survey.
		X	2.	Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
		X	3.	Have all required temporary easements been designated as to area, type and duration?
	X		4.	Have you taken into consideration the mechanics and properties of the various types of soil encountered?
	X		5.	Have samples of the surfacing materials been submitted for test by the Salem laboratory?
		X	6.	Have you investigated drift conditions (snow and sand)?
	X		7.	Are there slide conditions apparent?
	X		8.	Have you been over this project with a Soils representative?
	X		9.	Have you been over this project with a R/W representative?
			10.	Has a typical section of the following been platted on the location profile?
X				a. Roadbed Grading, with Surfacing.
		X		b. Retaining Walls.
		X		c. Slope Benching.
		X		d. Hand Placed Slopes.
		X		e. Rip Rap Work.
		X		f. Irrigation Ditches.
X				g. Special Drainage Ditches.
		X		h. Channel Changes.
		X		i. Flumes.
		X		j. Sidewalks, Curbs and Gutters.
		X		k. Tunnel (Drainage).
	X		11.	Is relocation of a scale site necessary?
	X		12.	Does this project involve construction of a frontage road?
	X		13.	Will there be unusual difficulty in handling traffic during construction?
	X		14.	Have all important alignment points been referenced?
X			15.	Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature [signature] Locating Engineer

Address 535 Airport Rd. Salem

OREGON STATE HIGHWAY DEPARTM.

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 836-1489-90Y Highway Pacific Hwy. West Section Millican Cr. - NE Minnville (Bikeway)

Highway Class FAP Date 3-21-85

Yes	No	N/A*		
			1.	Are the following being submitted?
X				a. Detail Map (Hard Copy).
	X			b. Small Scale Ownership Map.
	X			c. Abandonment Map.
X				d. Vicinity Maps (PUC and Structures).
		X		e. RR Encroachment Maps and Cross Sections.
		X		f. Interchange Layout Sheets.
	X			g. Location Profile.
X				h. Located Line Cross Sections.
		X		i. Mass Diagram.
X				j. Earthwork and Other Calculations to Support Estimate.
X				k. Field Notes.
		X		l. Coordinate Sheets.
		X		m. Clearing and Grubbing Chart.
				n. Report on Bench Mark Recoveries (Form E-369)
				(1) Description of Bench Mark (Form E-185).
				(2) Report on Condition of Bench Mark (Form E-186).
X				o. Photostats of Deeds and Legal Instruments covering Ownerships.
		X		p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
		X		q. Property Appraisal and justifications for alternate facilities.
	X			r. Preliminary Soils and Material Report.
	X			s. Statement of Source of Materials and Stockpile Site (Form E-368).
	X			t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
	X			u. Estimate for Movement of Utilities.
X				v. Quantity Summary.
X				w. Cost Estimate.
X				x. Narrative Report of Survey.
		X	2.	Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
		X	3.	Have all required temporary easements been designated as to area, type and duration?
	X		4.	Have you taken into consideration the mechanics and properties of the various types of soil encountered?
	X		5.	Have samples of the surfacing materials been submitted for test by the Salem laboratory?
		X	6.	Have you investigated drift conditions (snow and sand)?
	X	X	7.	Are there slide conditions apparent?
	X		8.	Have you been over this project with a Soils representative?
	X		9.	Have you been over this project with a R/W representative?
			10.	Has a typical section of the following been platted on the location profile?
X				a. Roadbed Grading, with Surfacing.
		X		b. Retaining Walls.
		X		c. Slope Benching.
		X		d. Hand Placed Slopes.
		X		e. Rip Rap Work.
		X		f. Irrigation Ditches.
X				g. Special Drainage Ditches.
		X		h. Channel Changes.
		X		i. Flumes.
		X		j. Sidewalks, Curbs and Gutters.
		X		k. Tunnel (Drainage).
	X		11.	Is relocation of a scale site necessary?
	X		12.	Does this project involve construction of a frontage road?
	X		13.	Will there be unusual difficulty in handling traffic during construction?
	X		14.	Have all important alignment points been referenced?
X			15.	Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature [signature] Locating Engineer

Address 535 Airport Rd. Salem

Summary

Bid Schedule

Cost Estimate

3

SUMMARY -- BID SCHEDULE -- COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION				REFERENCE NAME/PHONE		COUNTY	SHEET
Millican Creek - McMinnville (Bikeway)				Fidler 378-3883		Yamhill	1OF2
TYPE OF WORK:		KEY NUMBER		LENGTH	DATE	NAME	
Grading, Paving and Signs				2.39mi	4/18/85	E. Cantrell	
NO	ITEM	CODE	UNIT	QUANT	COST	TOTAL	
01	Mobilization	110	L.S.	6%		14,100	
02	Temp Prot & Dir of Traffic	111	L.S.	3%		6,900	
03	Temporary Signs	111	sq ft	325	6.00	1,950	
04	Temp Barricades, Type III	111	ea	6	70.00	420	
05	Temp Plastic Safety Markers	111	ea	24	55.00	1,320	
06	Flagging	111	hr	500	17.00	8,500	
07	General Excavation	203	cu yd	4,457	7.00	31,199	
08	Trench Excavation	206	cu yd	218	10.00	2,180	
09	Shoulder Preparation each side	222	lin ft	14,200	1.00	14,200	
10	Finish Roadbed & Slopes	222	L.S.	100%		4,780	
11	Aggregate Base	304	ton	3,134	13.00	40,742	
12	Class 'B' & 'C' Asph Conc Commercial Mix	403	ton	2,721	35.00	95,235	
13	Asphalt in Tack Coat	407	ton	2	250.00	500	
14	12" Culvert Pipe	603	lin ft	71	14.00	994	
15	12" Sewer Pipe	603	lin ft	432	16.00	6,912	
16	Concrete Inlets, Type 'D'	604	ea	4	450.00	1,800	
17	Extra for Mailbox Turnouts	610	ea	8	175.00	1,400	
18	Extra for AC Road Approaches	610	ea	4	175.00	700	
19	Delineators, Type 2 (flexible)	623	ea	140	20.00	2,800	
20	Wood Sign Posts	642	L.S.	100%		4,050	
21	Permanent Signs in Place	645	sq ft	180	15.00	2,700	
22	Move & Reinstall Exst Signs	645	L.S.	100%		2,700	
23	Reflective Pavement Markers	649	ea	600	5.00	3,000	

SUMMARY -- BID SCHEDULE -- COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION				REFERENCE	NAME/PHONE	COUNTY	SHEET
Millican Creek - McMinnville (Bikeway)				Fidler	378-3883	Yamhill	2OF2
TYPE OF WORK:		KEY NUMBER		LENGTH	DATE	NAME	
Grading, Paving and Signs				2.39mi	4/18/85	E. Cantrell	
NO ITEM	CODE	UNIT	QUANT	COST	TOTAL		
SUBTOTAL					249,082		
Engineering & Contingencies 20%					49,816		
Additional Anticipated Items:							
Striping					1,100		
GRAND TOTAL					$299,998		

Programmed Amount $296,000

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01845

SECTION: Millican Creek - McMinnville (Bikeway) Unit 1

REGION: 2

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
1W	Pacific Highway West	FROM 32.76 TO 35.15	239

☐ URBAN ☑ RURAL | CITY | COUNTY: Yamhill | ROAD/STREET NAME

ROUTE # 99W | FEDERAL AID # FAP-9 | APPLICANT (IF OTHER THAN STATE)

Att. John Gregoria

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 14.1		GRADING (✓)	✓		FILES (#)	-
RIGHT OF WAY	$		PAVING (✓)	✓		ACRES (#)	-
ROADWAY	$ 186.0		STRUCTURES (✓)			RELOCATIONS (#)	-
STRUCTURES	$		SIGNING (✓)			WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)			PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)			CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 15.0					RIGHT OF WAY DESCRIPTIONS (S,C,A)	-
	$		ENVIRONMENTAL CLASS (1,2,3)	2		RIGHT OF WAY ACQUISITIONS (S,C,A)	-
40% ENGINEERING & CONTINGENCIES	$ 80.4		DESIGN CATEGORY (1-7)	7		CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 281.4	WORK TYPE (1-12)	6		☑ CONTRACT ☐ OTHER ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	
TOTAL ESTIMATE		$ 295.5					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	State Bike	FY 87

RECOMMENDED PROGRAM REVISIONS

		FUNDS	CUR. YR.	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL	SECTION			$
☐ POSTPONE ☐ CANCEL	SECTION			$

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)	-	-
SIGNALS (#)	-	-
BIKE PATH (Y/N)	N	Y
AVERAGE DAILY TRAFFIC	9,200	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

Existing shoulders are mainly gravel making them unsuitable for bike use. In general, the width is adequate though there are sections where either the cut or the fills need work. To provide adequate width, the slope is excessive in some areas. The width for the northbound will be restricted on the Yamhill Bridge. The southbound will be narrow on both the St Joseph Undercrossing and the Yamhill River Bridge. NOTE: Much of the existing roadway is in need of an overlay.

PROPOSED SOLUTION

Cement treat the existing shoulders in place, widening with aggregate before treatment where needed. Pave the new shoulder area on the right side to a width of ~~16~~ 18' from the 2-lane configuration.

REQUESTED, REGION ENGINEER: X by Philip O. Sc... | DATE: 4-18-84

APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X | DATE:

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X | DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 2 – PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AN. SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY IO # 01845

SECTION: Millican Creek - McMinnville Bikeway - Unit 1

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) / NEW (#)	
						UTILITIES		(LIST BELOW)	

COMPANIES: None

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
None		None	

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED ~~55~~ N/A	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
–	–	–	–	8	–	–	12	–	12	–	–	8	–	–	–	–
~~On shldr~~	–	–	–	~~8~~	–	–	12	0	12	–	–	~~6'~~	–	–	–	On shldr
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Cement treated soil	8"	–			
A/C pavement	4"	–			

STRUCTURE DATA

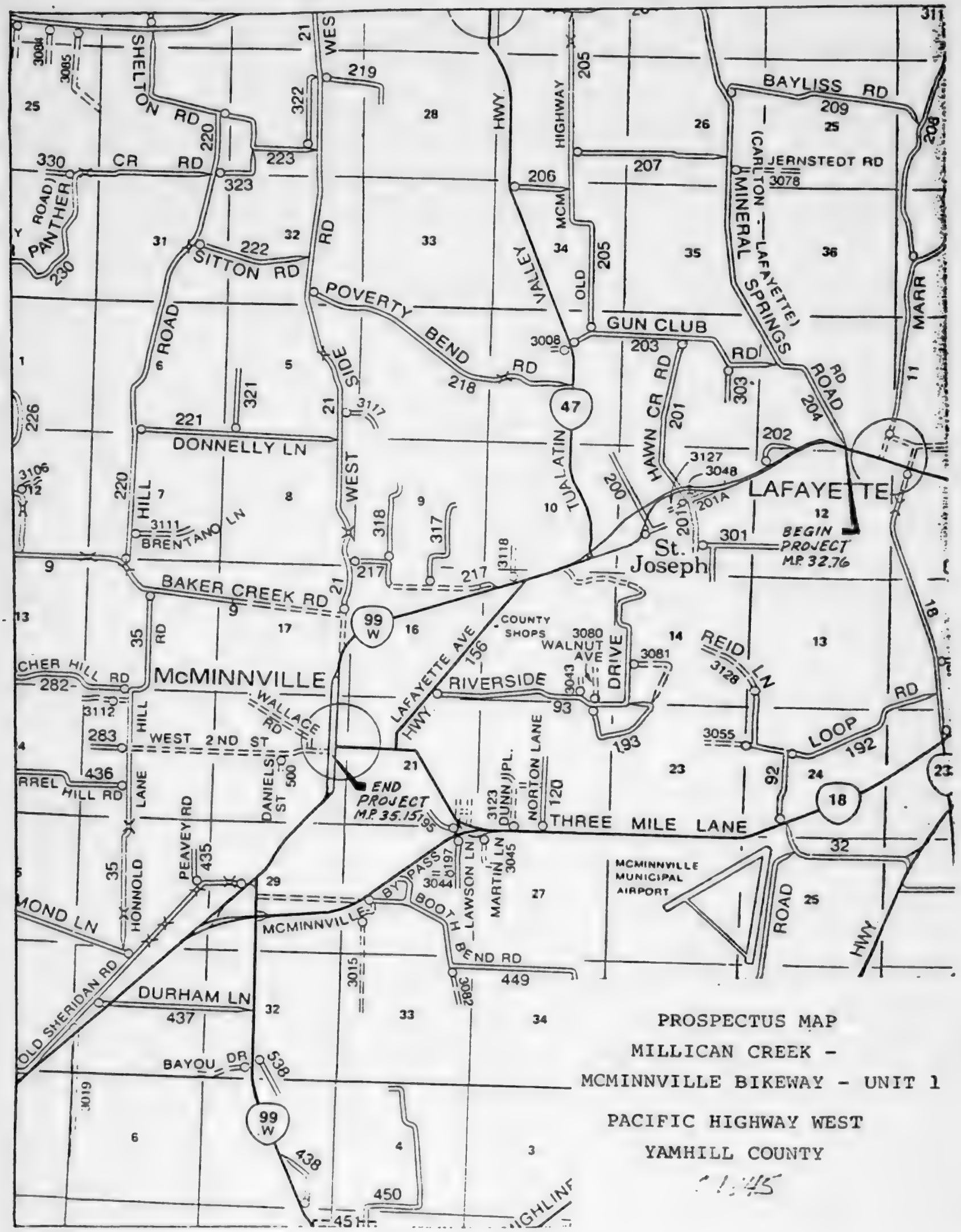
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

(734-1912 7-82)



PROSPECTUS MAP

MILLICAN CREEK -

MCMINNVILLE BIKEWAY - UNIT 1

PACIFIC HIGHWAY WEST

YAMHILL COUNTY

1.45

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 01845

SECTION: Millican Creek - McMinnville Bikeway - Unit 1

REGION: 2

SURVEY AUTHORITY

AUTHORIZATION NO | PREFIX | DATE

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$ 6,000	$	915	AUDITS	$	$	933	SURFACE DESIGN	$	$
902	CITIZEN'S INVOLVEMENT	–		916	PHOTO-GRAMMETRY			934	GEOLOGY		
903	LOCAL GOVERNMENT	–		918	LOCATION			935	SOILS		
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC	200	
905	FINAL DESIGN			920	PROGRAM MANAGEMENT			937	HYDRAULICS		
906	BRIDGE DESIGN			921	SPECIFICA-TIONS			938	REGION ENVIRONMENT	–	
907	PRELIMINARY DESIGN			922	ADMIN. SERVICES			949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION			923	ENVIRONMENTAL SECTION			950	TRAINING	–	
910	REGION GEOLOGIST	500		924	D.O.T.			955	R/W RELOC. ASSISTANCE	–	
911	TRAFFIC SECTION			925	AIR MONITORING			960	PERSONAL LEAVE		
912	LANDSCAPE			926	FOUNDATION	–		980	PUBLIC HEARING	–	
913	RIGHT-OF-WAY LIAISON	–		927	FREE BRIDGE DESIGN						
914	REGION UTIL-ITY LIAISON	–		932	RAILROAD & UTILITIES						

	TOTALS	$
	PREVIOUS AUTHORIZATION	$
	ADD. AUTH. REQUIRED	$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: FAP - 9

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate to place bike lanes on the right shoulder of north and south couplets.

PREPARED BY: [signature]	DATE: 4/11/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X	DATE
RECOMMENDED REGION ENGINEER: X by [signature]	DATE: 4-18-84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X	DATE
RECOMMENDED LOCATION ENGINEER: X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

10,116

CON 8-2-2
Dec. 11
Unit 2

Date: January 11, 1985

To: Oregon Transportation Commission

PRO

From: H. S. Coulter
State Highway Engineer

Subject: Requests for Approval to Add Eleven Projects to the Six Year Program

On the agenda for your consideration at the January 22 meeting will be a request to add the following projects to the Six-Year Highway Improvement Program.

The first five projects are all to be funded with State bikeway funds. Bike funds are available and there is a need to identify program year 1986 projects.

SECTION:	Millican Creek - McMinnville (Unit 2)	
HIGHWAY:	Pacific West Highway	
COUNTY:	Yamhill	
PROGRAM YR:	1986 Construction	
FUNDING:	Bike	
	Total Estimated Cost:	$ 150,000

SECTION:	Poodle Creek - Knight Road (Unit 2)	
HIGHWAY:	Florence - Eugene	
COUNTY:	Lane	
PROGRAM YR:	1986 Construction	
FUNDING:	Bike	
	Total Estimated Cost:	$ 125,000

SECTION:	Yoncalla NCL - Elkhead Road	
HIGHWAY:	Drain - Yoncalla	
COUNTY:	Douglas	
PROGRAM YR:	1986 Construction	
FUNDING:	Bike	
	Total Estimated Cost:	$ 80,000

SECTION:	Portland Street - Campus Drive	
HIGHWAY:	Klamath Falls - Malin	
COUNTY:	Klamath	
PROGRAM YR:	1986 Construction	
FUNDING:	Bike	
	Total Estimated Cost:	$ 35,000

SECTION:	Mt. Vernon - John Day (Unit 2)	
HIGHWAY:	John Day	
COUNTY:	Grant	
PROGRAM YR:	1986 Construction	
FUNDING:	Bike	
	Total Estimated Cost:	$ 150,000

The following six bridge projects are to be added to the development portion of the Program. Their development is important to provide plans for needed projects for inclusion or advancement in the program when other contracts are either delayed or bid below program estimates. Your approval will again be requested when these projects can be added to the construction portion of the program.

SECTION:	Oglesby Creek Bridge	
HIGHWAY:	Corvallis - Newport	
COUNTY:	Lincoln	
PROGRAM YR:	1985 Development	
FUNDING:	HBR	
	Total Estimated Cost:	$ 206,000

DESCRIPTION: The existing bridge is a wood structure which is badly deteriorated. It has a current sufficiency rating of 7.0.

SECTION:	Fishhawk Creek Bridge	
HIGHWAY:	Fishhawk Falls	
COUNTY:	Clatsop	
PROGRAM YR:	1985 Development	
FUNDING:	HBR	
	Total Estimated Cost:	$ 524,000

DESCRIPTION: The existing structure is badly deteriorated and in need of replacement. It has a current sufficiency rating of 6.0.

SECTION:	Beaver Creek Bridges	
HIGHWAY:	Corvallis - Newport	
COUNTY:	Lincoln	
PROGRAM YR:	1985 Development	
FUNDING:	HBR	
	Total Estimated Cost	$1,725,000

DESCRIPTION: There are four Beaver Creek Bridges involved with this proposal. They are located at the following mile point of the Corvallis - Newport Highway.

M.P. 3.23 Sufficiency Rating of 10
M.P. 4.19 Sufficiency Rating of 12
M.P. 4.47 Sufficiency Rating of 12
M.P. 5.36 Sufficiency Rating of 12

These structures were constructed with concrete beams and caps, supported by wood piles. Unstable ground has caused excessive movement of the piles which has caused spalling of the conrete beams and caps.

SECTION:	Spring Valley Creek Bridge	
HIGHWAY:	Salem - Dayton	
COUNTY:	Polk	
PROGRAM YR:	1985 Development	
FUNDING:	HBR	
	Total Estimated Cost:	$ 829,000

DESCRIPTION: The existing structure is a wood bridge which is badly deteriorated. It has a current sufficiency rating of 19.5.

SECTION:	Digger Creek Bridge #1071	
HIGHWAY:	Alsea	
COUNTY:	Benton	
PROGRAM YR:	1985 Development	
FUNDING:	HBR	
	Total Estimated Cost:	$1,015,000

DESCRIPTION: This structure has extensive decay in the wood members and some section loss in the steel members due to rust. Its present sufficiency rating is 9.0.

SECTION:	North Umpqa River Bridge No. 839
HIGHWAY:	Oakland - Shady
COUNTY:	Douglas
PROGRAM YR:	1985 Development
FUNDING:	HBR
	Total Estimated Cost: $1,200,000
DESCRIPTION:	This structure was built in 1923 and is too narrow. It has a sufficiency rating of 59.3.

cc
Fred D. Miller
R. W. Gormsen
Robert N. Bothman
E. S. Hunter
W. E. Schwartz
Gary A. Potter
C. O. Fredrickson
D. O. Christensen
L. E. George
Cam Gilmour
R. C. Pool
Vern E. Skoog
Region Engineers
George Bell

TK:me

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Yamhill Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 01845

SECTION: Millican Creek - McMinnville Bikeway - Unit 1

REGION: 2

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 836-1489

DATE: 7-26-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 6,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 200
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		1,000	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		700	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

	TOTALS	$ 15,000
RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER: FAP - 9	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate to place bike lanes on the right shoulder of north and south couplets.

1 ✓
2 E
3 ✓

RECEIVED
Doing Up ____/____/____
Action
ROAD DESIGN SECTION

NOTED
RICK KUEHN

On HIP

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
RECOMMENDED, REGION ENGINEER: x by Phillip O. Stern	DATE 4-18-84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
RECOMMENDED, LOCATION ENGINEER: X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01845

SECTION: Millican Creek - McMinnville (Bikeway) Unit 1

REGION: 2

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
1W	Pacific Highway West	FROM 32.76 TO 35.15	239

☐ URBAN ☑ RURAL

CITY:

COUNTY: Yamhill

ROAD/STREET NAME:

ROUTE # 99W

FEDERAL AID # FAP-9

APPLICANT (IF OTHER THAN STATE): Ot. John Gustafson

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 14.1	GRADING (✓)	✓	FILES (#)	-
RIGHT OF WAY		$	PAVING (✓)	✓	ACRES (#)	-
ROADWAY	$ 186.0		STRUCTURES (✓)		RELOCATIONS (#)	-
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 15.0				RIGHT OF WAY DESCRIPTIONS (S,C,A)	-
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	-
40% ENGINEERING & CONTINGENCIES	$ 80.4		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 281.4	WORK TYPE (1-12)	6	☑ CONTRACT ☐ OTHER ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	
TOTAL ESTIMATE		$ 295.5				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	State Bike	FY 87

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)	-	-
SIGNALS (#)	-	-
BIKE PATH (Y/N)	N	Y
AVERAGE DAILY TRAFFIC	9,200	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

Existing shoulders are mainly gravel making them unsuitable for bike use. In general, the width is adequate though there are sections where either the cut or the fills need work. To provide adequate width, the slope is excessive in some areas. The width for the northbound will be restricted on the Yamhill Bridge. The southbound will be narrow on both the St Joseph Undercrossing and the Yamhill River Bridge. NOTE: Much of the existing roadway is in need of an overlay.

PROPOSED SOLUTION

Cement treat the existing shoulders in place, widening with aggregate before treatment where needed. Pave the new shoulder area on the right side to a width of ~~10'~~ 18' from the 2-lane configuration.

REQUESTED, REGION ENGINEER	DATE
X by Philip O. Farnham	4-18-84
APPROVED, ASST. HWY. ENG. FOR OPERATIONS	DATE
X	
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION	DATE / TRANSP. COMM. APPROVAL DATE / PROGRAM YEAR / FUNDING
X	

734-1911 (7-82)

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01845

SECTION: Millican Creek - McMinnville Bikeway - Unit 1

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES		(LIST BELOW)	

COMPANIES: None

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
None		None	

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED 55 ~~55~~ N/A	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
-	-	-	-	8	-	-	12	-	12	-	-	8	-	-	-	-
~~On shldr~~	-	-	-	~~8~~	-	-	12	0	12	-	-	~~6'~~	-	-	-	On shldr
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Cement treated soil	8"	-			
A/C pavement	4"	-			

STRUCTURE DATA

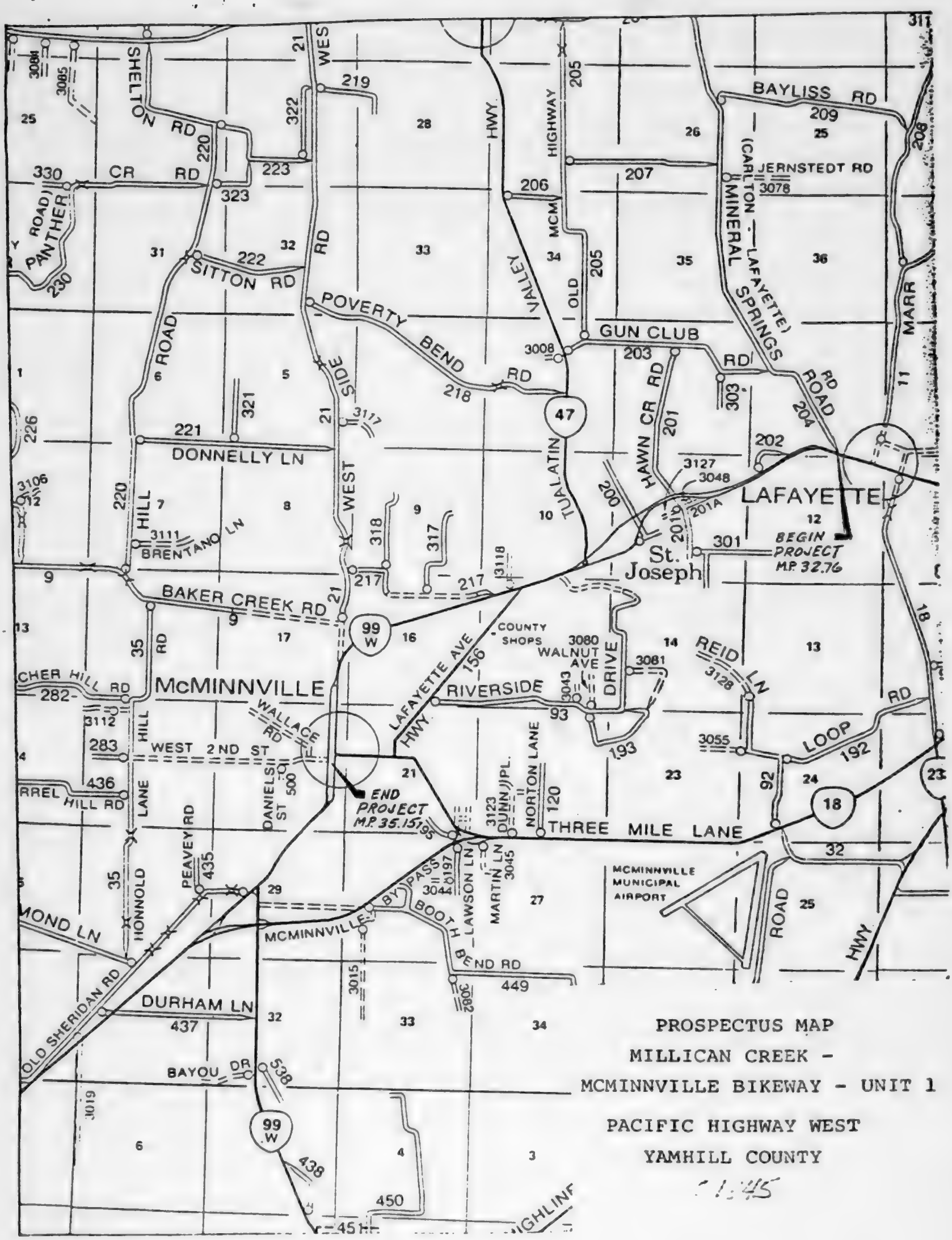
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)


SHELTON RD
WEST SIDE HWY.
VALLEY HIGHWAY
OLD MCM HIGHWAY
BAYLISS RD
JERNSTEDT RD
MINERAL SPRINGS (CARLTON - LAFAYETTE)
MARR ROAD
PANTHER ROAD
330 CR RD
SITTON RD
POVERTY BEND RD
GUN CLUB RD
HAWN CR RD
DONNELLY LN
HILL ROAD
WEST SIDE
TUALATIN
BRENTANO LN
BAKER CREEK RD
McMINNVILLE
WALLACE RD
WEST 2ND ST
LAFAYETTE HWY
RIVERSIDE DRIVE
REID LN
LOOP RD
THREE MILE LANE
LAWSON LN
MARTIN LN
NORTON LANE
DANIELSON ST
PEAVEY RD
HIONNOLD LANE
BYPASS
BOOTH BEND RD
MCMINNVILLE MUNICIPAL AIRPORT
OLD SHERIDAN RD
DURHAM LN
BAYOU DR
LAFAYETTE
St. Joseph
COUNTY SHOPS
WALNUT AVE
BEGIN PROJECT M.P. 32.76
END PROJECT M.P. 35.15
99W
47
18
PROSPECTUS MAP
MILLICAN CREEK -
MCMINNVILLE BIKEWAY - UNIT 1
PACIFIC HIGHWAY WEST
YAMHILL COUNTY
1:45

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 01845

SECTION: Millican Creek - McMinnville Bikeway - Unit 1

REGION: 2

SURVEY AUTHORITY

AUTHORIZATION NO | PREFIX | DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 6,000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	–		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	–		918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	200	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT	–	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING	–	
910 REGION GEOLOGIST	500		924 D.O.T.			955 R/W RELOC. ASSISTANCE	–	
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	–		980 PUBLIC HEARING	–	
913 RIGHT-OF-WAY LIAISON	–		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	–		932 RAILROAD & UTILITIES					

	TOTALS	$
	PREVIOUS AUTHORIZATION	$
	ADD. AUTH. REQUIRED	$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: FAP - 9

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate to place bike lanes on the right shoulder of north and south couplets.

PREPARED BY: [signature]	DATE: 4/11/84	APPROVED, ASST HIGHWAY ENGINEER FOR OPERATIONS: X	DATE
RECOMMENDED REGION ENGINEER: X by [signature]	DATE: 4-18-84	APPROVED, ASST HIGHWAY ENGINEER FOR TECH. SERVICES: X	DATE
RECOMMENDED [illegible] ENGINEER: X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

1985	Poodle Creek-Knight Road (Unit 2) Sec. of the Florence-Eugene Hwy. (Bikeway)	10,117

10,117

June 3, 1986

CON 5 - 10,117

Industrial Indemnity Co.
421 SW 6th
Portland, OR 97204

Attention: Bond Department

Contract No. 10,117 awarded to Wildish Corvallis Construction Co., for a bikeway on Poodle Creek-Knight Road (Unit 2) Section of the Florence-Eugene Highway in Lane County was completed on September 25, 1985, and accepted by the State Highway Division on May 27, 1986.

Final payment in the amount of $3,473.02 will be released to the contractor after June 9, 1986. The total contract amount is $69,887.91 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

fkn
cc Wildish Corvallis Construction Co.
PO Box 7428
Eugene, OR 97401

bc C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James Gix

10,117

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
10117

TO: Robert Gormsen
Manager, Commission Services

DATE: May 27, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10117, On Site Work Substantially Completed September 25, 1985

All Work Completed November 15, 1985

Project Poodle Cr.-Knight Rd. (Unit 2)

Highway Florence-Eugene

County Lane

Type of Work Bikeway

Contractor Wildish Corvallis Construction

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

6/13/86

RECEIVED
MAY 27 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1367

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Poodle Cr.-Knight Rd. (Unit 2)		WEEK ENDING: October 19, 1985
		SECTION PREFIX: EA# C10117
HIGHWAY: Florence-Eugene		COUNTY: Lane
NAME OF JOB: Poodle Cr. Knight Rd.(Unit 2)	KIND OF WORK: Bikeway	
CONTRACTOR: Wildish Corvallis Const.	CONTRACT NUMBER: 10,117	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 31, 1985	DATE WORK STARTED: Sept. 11, 1985	ESTIMATED COMPLETION DATE: Completed.
AVERAGE FORCE ON PROJECT FOR THE WEEK: 4 MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 107,859.00	SPECIFIED COMPLETION DATE: Sept. 30, 1985	PERCENT OF TIME ELAPSED: N/A
EXCLUSIVE OF ENGINEERING: $ 98,439.00	ENGINEERING AUTHORIZATION $ 9,420.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 94,200.00	ENGINEERING COST TO DATE $ 5,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3.9 %	PERCENT OF AUTHORIZATION 53 %	DATE PROJECT WAS COMPLETED: September 25, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.62	0.62			0.62
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
OCT 22 1985
CONSTRUCTION SECTION

CE ~~E~~ CAE ___ LS ___ TC ___
COE ___ OM ___
OE ___ SA ___ CC ___
CA ___ FE ___ CP ___
CAM ___ FQC ___
___ QCS ___
___ FILE ___

EA # C10117 DATE: Oct. 19, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

10/13/85 SUNDAY	No Activity This Week.
10/14/85 MONDAY	
10/15/85 TUESDAY	
10/16/85 WEDNESDAY	
10/17/85 THURSDAY	No Activity.
10/18/85 FRIDAY	No Activity.
10/19/85 SATURDAY	

REMARKS

STATUS: 1st Notification 9/11/85.
2nd Notification 9-25-85.
SemiFinal estimate submitted 10/18/85.
This will be the last report.

SIGNED Robert D. Paul LOCATION Eugene
D. W. Greene, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO

LOC 3

TO: FILES

DATE: September 6, 1985

FROM: E. S. Hunter
Acting State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
July 11, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened July 11, 1985 on the following projects:

1. Powder River (Miles) Bridge
   Medical Springs Highway
   Baker County
   Structure

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

2. Unity Reservoir Guardrail
   Dooley Mountain Highway
   Baker County
   Misc. Highway Appurtenances

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Arendt Road Slough Bridge
   Arndt County Road
   Clackamas County
   Earthwork, Drainage, Structures

   Same as No. 1.

4. "A" Street-Nix Drive (Hood River)
   Hood River Highway
   Hood River County
   Sidewalks

   Sidewalks to be constructed for pedestrian traffic.

Contains Recycled Materials

5. Tiller-Trail Highway Slide at M.P. 45
Tiller-Trail Highway
Jackson County
Earthwork and Drainage

Same as No. 1.

6. McVay Highway at 30th Avenue Intersection
McVay Highway
Lane County
Paving, Signs, Signals

Pedestrian signals will be provided for pedestrian and bicycle traffic.

7. Poodle Creek-Knight Road (Unit 2)
Florence-Eugene Highway
Lane County
Grading and Paving

Bikeway project. Shoulders being widened to provide a 4-foot bike lane adjacent to 12-foot travel lanes.

8. SPTC X'ing at 19th Avenue
County Maintenance Road No. 1822
Lane County
Earthwork and Drainage

Same as No. 1.

9. Tumalt, Tanner, Gorton, Harphan and Viento Creeks
Structure Restoration
Columbia River Highway
Multnomah and Hood River Counties
Bridge Restoration

Same as No. 1.

10. Airport Terminal Access
McMinnville Airport
Yamhill County
Sidewalks, Earthwork and Drainage

Sidewalks to be constructed for pedestrian traffic.

ESH:BCE:ja

cc D. G. Talbot
L. E. George
Bob Pool

HIGHWAY - TRAFFIC

TRA 24-1 Lane X 3-6

10,117

May 30, 1985

FILE

J. R. Buettner
Sign Designer

Permanent Signing
Poodle Creek-Knight Road (Unit 2) Section
Florence-Eugene Highway No. 62
M.P. 42.02 to M.P. 42.96

Due to the limited amount of signing involved, permanent sign plans will not be necessary.

We have been advised by the bicycle engineer that the section will not be striped for bikes, so stencils will not be necessary. We suggest the use of two "BIKES ON SHOULDER" signs at each end of the project and two "BIKES ON ROADWAY" signs in advance of the narrow structure over Long Tom River.

The addition to the contract of an anticipated item for signs in the amount of $1500 should more than cover the cost.

JB:lp

cc: T. W. Litchfield
W. Geibel
[redacted]

NOTED
STEPHEN R. WILSON

CON 8-2-2
Finance -
Eugene

Date: January 11, 1985

To: Oregon Transportation Commission

PRO

From: H. S. Coulter
State Highway Engineer

Subject: Requests for Approval to Add Eleven Projects to the Six Year Program

On the agenda for your consideration at the January 22 meeting will be a request to add the following projects to the Six-Year Highway Improvement Program.

The first five projects are all to be funded with State bikeway funds. Bike funds are available and there is a need to identify program year 1986 projects.

SECTION:	Millican Creek - McMinnville (Unit 2)	
HIGHWAY:	Pacific West Highway	
COUNTY:	Yamhill	
PROGRAM YR:	1986 Construction	
FUNDING:	Bike	
	Total Estimated Cost:	$ 150,000

SECTION:	Poodle Creek - Knight Road (Unit 2)	
HIGHWAY:	Florence - Eugene	
COUNTY:	Lane	
PROGRAM YR:	1986 Construction	
FUNDING:	Bike	
	Total Estimated Cost:	$ 125,000

SECTION:	Yoncalla NCL - Elkhead Road	
HIGHWAY:	Drain - Yoncalla	
COUNTY:	Douglas	
PROGRAM YR:	1986 Construction	
FUNDING:	Bike	
	Total Estimated Cost:	$ 80,000

SECTION:	Portland Street - Campus Drive	
HIGHWAY:	Klamath Falls - Malin	
COUNTY:	Klamath	
PROGRAM YR:	1986 Construction	
FUNDING:	Bike	
	Total Estimated Cost:	$ 35,000

SECTION:	Mt. Vernon - John Day (Unit 2)	
HIGHWAY:	John Day	
COUNTY:	Grant	
PROGRAM YR:	1986 Construction	
FUNDING:	Bike	
	Total Estimated Cost:	$ 150,000

The following six bridge projects are to be added to the development portion of the Program. Their development is important to provide plans for needed projects for inclusion or advancement in the program when other contracts are either delayed or bid below program estimates. Your approval will again be requested when these projects can be added to the construction portion of the program.

SECTION:	Oglesby Creek Bridge	
HIGHWAY:	Corvallis - Newport	
COUNTY:	Lincoln	
PROGRAM YR:	1985 Development	
FUNDING:	HBR	
	Total Estimated Cost:	$ 206,000

DESCRIPTION: The existing bridge is a wood structure which is badly deteriorated. It has a current sufficiency rating of 7.0.

SECTION:	Fishhawk Creek Bridge	
HIGHWAY:	Fishhawk Falls	
COUNTY:	Clatsop	
PROGRAM YR:	1985 Development	
FUNDING:	HBR	
	Total Estimated Cost:	$ 524,000

DESCRIPTION: The existing structure is badly deteriorated and in need of replacement. It has a current sufficiency rating of 6.0.

SECTION: Beaver Creek Bridges
HIGHWAY: Corvallis - Newport
COUNTY: Lincoln
PROGRAM YR: 1985 Development
FUNDING: HBR
Total Estimated Cost $1,725,000

DESCRIPTION: There are four Beaver Creek Bridges involved with this proposal. They are located at the following mile point of the Corvallis - Newport Highway.
M.P. 3.23 Sufficiency Rating of 10
M.P. 4.19 Sufficiency Rating of 12
M.P. 4.47 Sufficiency Rating of 12
M.P. 5.36 Sufficiency Rating of 12
These structures were constructed with concrete beams and caps, supported by wood piles. Unstable ground has caused excessive movement of the piles which has caused spalling of the conrete beams and caps.

SECTION: Spring Valley Creek Bridge
HIGHWAY: Salem - Dayton
COUNTY: Polk
PROGRAM YR: 1985 Development
FUNDING: HBR
Total Estimated Cost: $ 829,000

DESCRIPTION: The existing structure is a wood bridge which is badly deteriorated. It has a current sufficiency rating of 19.5.

SECTION: Digger Creek Bridge #1071
HIGHWAY: Alsea
COUNTY: Benton
PROGRAM YR: 1985 Development
FUNDING: HBR
Total Estimated Cost: $1,015,000

DESCRIPTION: This structure has extensive decay in the wood members and some section loss in the steel members due to rust. Its present sufficiency rating is 9.0.

SECTION:	North Umpqa River Bridge No. 839	
HIGHWAY:	Oakland - Shady	
COUNTY:	Douglas	
PROGRAM YR:	1985 Development	
FUNDING:	HBR	
	Total Estimated Cost:	$1,200,000

DESCRIPTION: This structure was built in 1923 and is too narrow. It has a sufficiency rating of 59.3.

cc Fred D. Miller
R. W. Gormsen
Robert N. Bothman
E. S. Hunter
W. E. Schwartz
Gary A. Potter
C. O. Fredrickson
D. O. Christensen
L. E. George
Cam Gilmour
R. C. Pool
Vern E. Skoog
Region Engineers
George Bell

TK:me

PROJEC. PROSPECTUS
PART 4 — SURVEY AUTHORITY

Lane County

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Poodle Creek-Knight Rd. (Bikeway)

REGION: 3

Florence-Eugene Highway #62

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 820-1402

DATE: 5-2-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$500.00	$ 500	915 AUDITS	$	$	933 SURFACE DESIGN	$ 800	$ 800
902 CITIZEN'S INVOLVEMENT	N/A		916 PHOTO-GRAMMETRY			934 GEOLOGY	300	300
903 LOCAL GOVERNMENT	N/A		918 LOCATION			935 SOILS	500	500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	N/A	
905 FINAL DESIGN	1,500	1,500	920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS	3,000	3,000	938 REGION ENVIRONMENT	N/A	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100	100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING	N/A	
910 REGION GEOLOGIST	200.00	200	924 D.O.T.			955 R/W RELOC. ASSISTANCE	N/A	
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	N/A		980 PUBLIC HEARING	N/A	
913 RIGHT-OF-WAY LIAISON	N/A		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	N/A		932 RAILROAD & UTILITIES					
						TOTALS	$ 6,900	$ 6,900
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX: N/A

FEDERAL AID PROJECT NUMBER: STATE

LOCATION ENGINEER'S REMARKS

1 Vertical ... RE...

2 ...

3 ... Hall

4 ...

...Wakerlig... ...LOTION...

Lyle

Approved by Hwy Comm 2-17-82

PREPARED BY: [signature]	DATE: 5-4-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X [signature]	DATE: 5/26/83
RECOMMENDED, REGION ENGINEER: X [signature]	DATE: 5-5-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X [signature]	DATE: 5-19-83
RECOMMENDED, LOCATION ENGINEER: X Frank E. Rispin	DATE: 5/18/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

BIK0540

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Poodle Creek ~~Hwy 126~~ . Knight Road

REGION 3

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
~~5~~ 62	Florence-Eugene	FROM T4.99 TO T42.70	1.71

	CITY	COUNTY	ROAD/STREET NAME
☐ URBAN ☒ RURAL	Noti	Lane	

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
126	FAP-25	

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$ 15,000
RIGHT OF WAY		$
ROADWAY	$ ~~100,000~~ 130,000	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 20,000	
	$ ~~110,000~~ 170,000	
40% ENGINEERING & CONTINGENCIES	$ ~~45~~,000 ~~68,000~~	
TOTAL CONSTRUCTION	$ ~~155~~,000 ~~238,000~~	
TOTAL ESTIMATE	$ ~~160,000~~ 253,000	

PROJECT DATA

GRADING	(✓)	X
PAVING	(✓)	X
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	3
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	3

RIGHT OF WAY

FILES	(#)	
ACRES	(#)	
RELOCATIONS	(#)	
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
RIGHT OF WAY ACQUISITIONS	(S,C,A)	

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER _____
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	4/84	Bike Path (STATE)	

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000 s) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000 s) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2-12	2-12
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)	0	3-5
AVERAGE DAILY TRAFFIC	3,600	
YEAR OF AVERAGE DAILY TRAFFIC	1961	

DEFINE THE PROBLEM

Existing roadway surface is not wide enough for bike traffic.

PROPOSED SOLUTION

Widen the shoulders to handle the bike traffic.

Funding Limits may require segmental construction.

REQUESTED, REGION ENGINEER	DATE	APPROVED, ASST. HWY. ENG. FOR OPERATIONS	DATE
X	3/29/83	X	

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING
X				

34-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Poodle Creek-Long Tom Br.

REGION 3

PROJECT JUSTIFICATION

At mile point T41.18 the road way surface is 3'-11'-11'-3' with the additional width to add the extra 2' on each side.

At mile point T41.32 the roadway surface is 11'-11', there might be enough room to widen the shoulder 3'.

At mile point T41.45 the road way surface is 11'-11' with enough room to widen it to 5'-11'-11'-5'.

At mile point T41.81 the road way surface is 15' right and 12' left with a 1;1 slope down into a ditch.

Between the last entry and the next, the road way surface on the left is 12' with a ditch along the edge of the pavement, also there is a paved walk in back of the ditch that is between 3' and4' wide.

At mile point T42.05 the road way surface is 12'-12' with the extra width to widen for the bike path.

At mile point T42.20 there is a sharp curve with the road way surface of 12'-12' with no room to widen on the right, but ok on the left to widen for the bike path.

At mile point T42.37 the road way surface is 12'-12' and there is room for the widening.

ADMINISTRATION RECOMMENDATION

PROJEC PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Poodle Creek-Knight Rd. (Bikeway)

REGION: 3 5-2-83

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) 0	NEW (#) 0
						UTILITIES	E	(LIST BELOW)	

COMPANIES

PACIFIC NORTHWEST BELL
PACIFIC POWER & LIGHT CO.

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N/A	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	DESIGN SPEED 35-55	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2-3'			11-12'	0	11-12'			2-3'				
				3-5'			12'	0	12'			3-5'				
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Aggr. Base	Varies				
Asph.Conc.	4"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Frank E. Kiesz

Location Engineer

Date 5/18/83

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Poodle Creek-Knight Rd. (Bikeway)

REGION: 3

5-2-83

ESTIMATED RIGHT-OF-WAY IMPACTS

None

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

This plan is in conformance with the state bikeway master plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Obviously bike travel will be safer.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

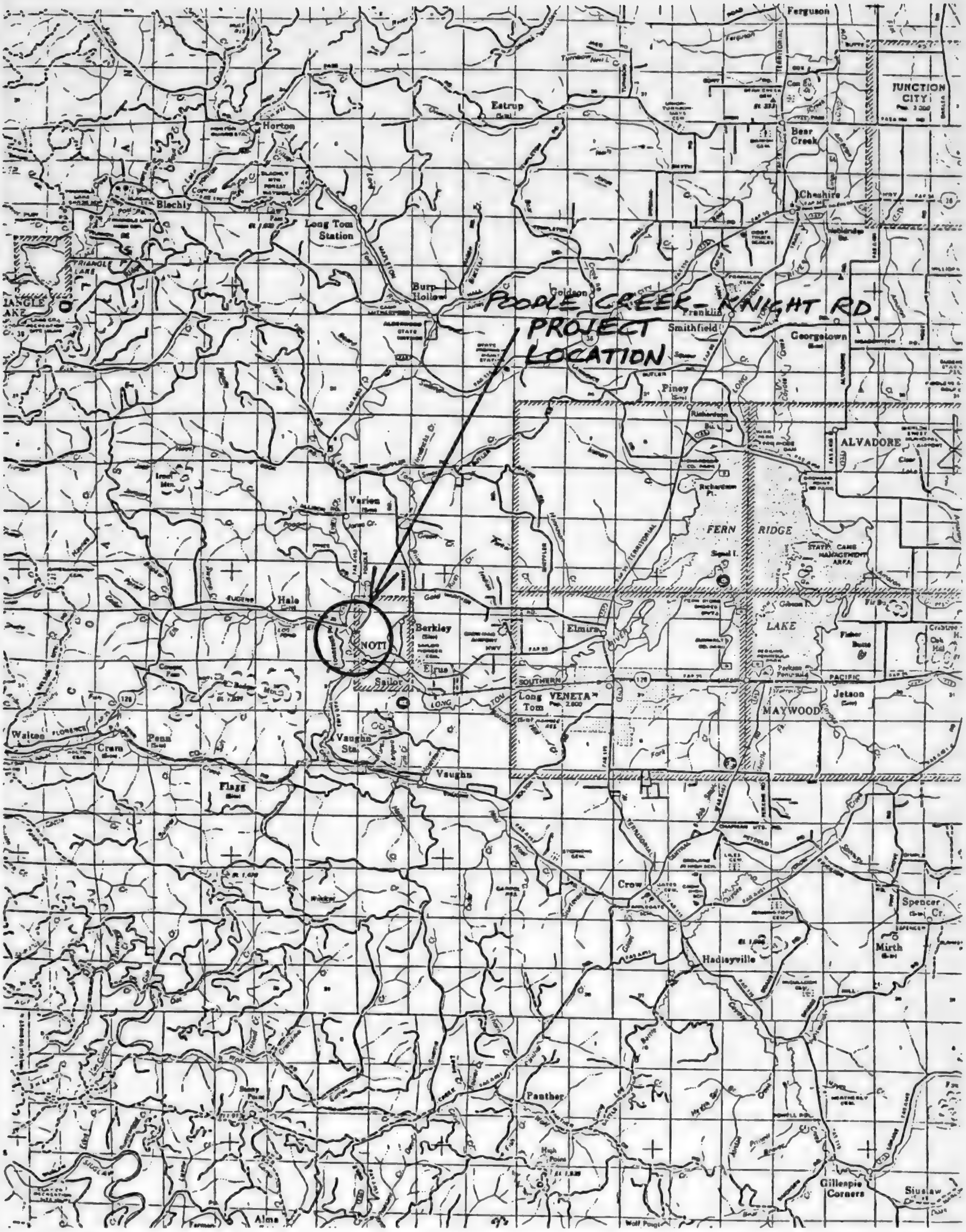
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Steve Fittrell 5-4-83	440-3399	


POODLE CREEK-KNIGHT RD.
PROJECT
LOCATION
Ferguson
JUNCTION CITY
Estrup
Horton
Bear Creek
Cheshire
Blachly
Long Tom Station
Burp Hollow
Goldson
Franklin
Smithfield
Georgetown
Piney
ALVADORE
Veneta
FERN RIDGE
Hale
Berkley
NOTT
Elmira
LAKE
Elrus
Sailor
Long Tom
VENETA
MAYWOOD
Jetson
Walton
Cram
Penn
Vaughn Sta.
Vaughn
Flagg
Crow
Spencer Cr.
Mirth
Hadleyville
Panther
Gillespie Corners
Siuslaw
Alma

1985	Hubbard Rd. Exten. Sec. of Hubbard Road. (Grading & paving)	10,118	[redacted]

C+A - 8033 - 2-10-84
6-14-85

10,118

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: 5/29/91

COUNTY: Clackamas — AGREEMENT NO.: 8033 — PROJECT NO.: IX-9739 (1,2)

CONTRACT NO.: 10118 — SECTION: Hubbard Road Extension

PRELIMINARY ENGINEERING PREFIX C203-1922 & C403-1922

	Participating	Nonparticipating
Project Manager	$ 1,218.84	$
Field Engineering- County	47,780.68	
Final Design	636.67	9.00
Temp. Protection & Direction	236.42	
Traffic	217.46	
Utility Liaison	45.28	
Specifications	1,411.12	1,252.98
Environmental Studies	5,084.52	497.36
Preliminary Design	153.14	
Program Section	98.10	92.90
Accounting	244.39	3.34
Base Design	326.98	
Total P.E. Cost	$ 57,453.60	$ 1,855.58

CONSTRUCTION PREFIX C10118

Payment to Contractor	$ 325,965.79	$
SFO #1	697.22	
SFO #3	204.93	
Project Manager	38,249.91	795.63
Interest Paid to Contractor		99.23
Technical Services	450.11	
Accounting	786.36	2.61
Material Testing	4,234.21	
Payment to County Construction	571.85	120.00
Total Construction Cost	$ 371,160.38	$ 1,017.47

SUMMARY

Participating P.E. Cost			$ 57,453.60
Participating Construction Cost			371,160.38
Total			$ 428,613.98
Federal Funds			
P.E. (85%)	$ 48,835.54		
Construction (85%)	315486.32		-364,321.86
Subtotal			$ 64,292.12
Plus: Nonparticipating costs			2,873.05
Less: State Share Nonparticipating costs			-1,855.58
Total County Share			65,309.59
Less: Credit for Work Performed by County			-7,167.10
Advance Depost			
AD #85-96	58,300.00		
*Drawn from local government investment pool			-58,021.66
BALANCE DUE FROM COUNTY		$	120.83

* LGIP pool account #4925 was closed in June of 1989 and balance of $278.34 was returned to clackamas county

SS

10,118

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: October 20, 1989

COUNTY: Clackamas AGREEMENT NO.: 8033 PROJECT NO.: IX-9739(1)(2)

CONTRACT NO.: 10118 SECTION: Hubbard Road Extension

Preliminary Engineering E. A. No. C203-1922 & C403-1922

	Participating	Nonparticipating
Project Manager	$ 1,218.84	$
Field Engineering-County	47,780.68	
Final Design	636.67	9.00
Temp. Protection & Direction	236.42	
Traffic	217.46	
Utility Liaison	45.28	
Specifications	1,411.12	1,252.98
Environmental Studies	5,084.52	497.36
Preliminary Design	153.14	
Program Section	98.10	92.90
Accounting	244.39	3.34
Base Design	326.98	
Total P. E. Cost	$ 57,453.60	$ 1,855.58

Construction E.A. No. C10118

Payment to Contractor	$ 325,965.79	
SFO #1	697.22	
SFO #3	204.93	
Project Manager	38,249.91	795.63
Interest Paid to Contractor		99.23
Technical Services	450.11	
Accounting	786.36	2.61
Material Testing	4,234.21	
Payment to County Construction	571.85	120.00
Total Construction Cost	$ 371,160.38	$ 1,017.47

Summary:

Total Participating P.E. Cost		$ 57,453.60
Total Participating Const. Cost		371,160.38
Total Participating Cost		$ 428,613.98
Less Federal Funds		
P.E. 85%	$ 48,835.54	
Const. 85%	315,486.32	364,321.86
Subtotal		$ 64,292.12
Plus Nonparticipating Cost		2,873.05
Less State Share		
Nonparticipating Cost		(1,855.58)
Less Credit for Work		
Performed by County		(7,167.10)
Less County's Advance Deposit		
AD #85-96		(58,300.00)
BALANCE OWED TO COUNTY		$ (157.51)

SS:pk

Oregon Department of Transportation

AERONAUTICS
HIGHWAY
MOTOR VEHICLES
PARKS & RECREATION
PUBLIC TRANSIT

JOURNAL ENTRY

AGENCY	TC	BATCH DATE MM DD YY	BATCH SEQUENCE NU
BI FM YY MM	DOC NUMBER	DOC DATE MM DD YY	ENCU

	UNIT	EXP/ACCOUNT	SUB JOB	AGR. SUF. (AT)	ACT	OBJ	SOURCE	AGY. SRC (AS)	AMOUNT	REV. (R)
01	0610	C10116	020		900	598			854.43	
02	3019	C10116	001		900	598			854.43	R
03										
04										
05										
06										
07										
08										
09										
10										
11										
12										
13										
14										
									TOTAL	

REASON FOR REQUEST

State share of nonparticipating Construction Engineering

PREPARED BY

APPROVED BY

734-1087 (1/89)

8/11/01

JOURNAL ENTRY

AGENCY	TC	BATCH DATE MM DD YY	BATCH SEQUENCE NUMBER
BI FM YY MM	DOC NUMBER	DOC DATE MM DD YY	ENCUMB NUMBER / FHWA - OVRD

ACCOUNT	SUB JOB	AGR. SUF. (AT)	ACT	OBJ	SOURCE	AGY. SRC (AS)	AMOUNT	REV. (R)	QUANTITY	SFO
118	020		900	598			854.43			
118	001		900	578			854.43	R		
					TOTAL					

ares of nonparticipating
n Engineering

PREPARED BY

APPROVED BY

68-6

Form 81-734-3049X

EXAMPLE A
OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

	6-85		6-85		6-85	Total		6-85		Total
1	1158.46	33		900	1158.46	✓		925		
2		34		901				926		
3		35		901				927		
4		36	84.54	902				929		
5	146.78	37		903				930		
6		38	1332.45	903				932		
7	101.78	49		904	101.78	✓		933		
9		50		905	146.78	✓		934		
10		55		906				936	84.54	✓
11	50.90	60		907				937		
12		80		908				938	1332.45	✓
13				909				949		
14				910				960		
15				911	50.90	✓		961		
16				912				962		
18	51.36			913				963		
19				914				964	51.36	-904 ✓
20	112.93			915				930		
21	877.38			915				990		
22				915				020		
23	3536.06			916				050		
27				917					7452.64	
				920	112.93	✓				
28				921	877.38	✓				
27				922	3536.06	✓				

C10118
000 HUBBARD ROAD EXTENSI
010 SUPRV & ADM
001 REGULAR WORK TIME

0521	BILLING SYSTEM	20.18
0813	FINAL EST & ENG SUPP	382.49
0821	QUAL CONTRL GRP	208.01

10,118

C10118
000 HUBBARD ROAD EXTENSI
010 SUPRV & ADM
001 REGULAR WORK TIME

0521	BILLING SYSTEM	20.18
0813	FINAL EST & ENG SUPP	382.49
0821	QUAL CONTRL GRP	208.01

10,118

EA SUBJOB ACTIVITY OBJ DETL CHRG UNIT			TOTAL PROJ COST
C10118			
000	HUBBARD ROAD EXTENSI		
010	SUPRV & ADM		
001	REGULAR WORK TIME		
****001	REGULAR WORK TIME	TOTAL	610.68
***010	SUPRV & ADM	TOTAL	610.68
140	STRIPING		
341	COOP PMT LOCL GOV		
8019	PRJ MGR 8019 METR RE		697.22
****341	COOP PMT LOCL GOV	TOTAL	697.22 Local
***140	STRIPING	TOTAL	697.22
899	ACTIV NOT ON SRC DOC		
001	REGULAR WORK TIME		
8007	PROJ MGR 8007 REG 2		146.04
****001	REGULAR WORK TIME	TOTAL	146.04
130	STATNY & OFC SUPP EX		
8200	MATERIALS SECTION		42.24
****130	STATNY & OFC SUPP EX	TOTAL	42.24
136	PRINT & REPRO		
0500	ACCOUNTING SECTION		7.12
****136	PRINT & REPRO	TOTAL	7.12
192	ODOT-DP SERVICES-CPU		
0800	CONSTRUCTION SECTION		1.51
****192	ODOT-DP SERVICES-CPU	TOTAL	1.51
199	DATA PROC EQT CHG		

4-10-89

EA / SUBJOB / ACTIVITY / OBJ DETL / CHRG UNIT			TOTAL PROJ COST
C10118			
000	HUBBARD ROAD EXTENSI		
899	ACTIV NOT ON SRC DOC		
199	DATA PROC EQT CHG		
0530	DATA PROCESSING		79.92
****199	DATA PROC EQT CHG	TOTAL	79.92
250	TUIT REGIS & EMP DEV		
0100	ST HWY ENG		53.19
****250	TUIT REGIS & EMP DEV	TOTAL	53.19
501	ODOT - WD PROC		
7200	SPECIFICATIONS UNIT		17.00
****501	ODOT - WD PROC	TOTAL	17.00
504	ODOT- BLPRT SVC		
0100	ST HWY ENG		50.80
1000	METRO REGION		8.46
8019	PRJ MGR 8019 METR RE		16.20
****504	ODOT- BLPRT SVC	TOTAL	75.46
550	RENT OF EQT-ASSGN		
8214	PTL CONC CREW		51.60
8215	PTL GEN INSP GRP		122.80
****550	RENT OF EQT-ASSGN	TOTAL	174.40
551	HWY DIV. - MATL TST		
8019	PRJ MGR 8019 METR RE		105.00
****551	HWY DIV. - MATL TST	TOTAL	105.00
553	HWY DIV. - DATA PROC		

EA SUBJOB ACTIVITY OBJ DETL CHRG UNIT			TOTAL PROJ COST
C10118			
000	HUBBARD ROAD EXTENSI		
899	ACTIV NOT ON SRC DOC		
553	HWY DIV. - DATA PROC		
0530	DATA PROCESSING		.31
****553	HWY DIV. - DATA PROC	TOTAL	.31
555	HWY DIV - DATA ENT		
0521	BILLING SYSTEM		47.70
0531	DATA ENTRY		6.06
****555	HWY DIV - DATA ENT	TOTAL	53.76
***899	ACTIV NOT ON SRC DOC	TOTAL	755.95
900	PROJ ENG FLD OFC		
001	REGULAR WORK TIME		
1083	ASSUR SPEC METRO REG		873.83
1094	SOIL GEOL CREW METRO		877.55
8014	PROJ MGR 8014 REG 2		347.29
8019	PRJ MGR 8019 METR RE		826.24
****001	REGULAR WORK TIME	TOTAL	2,924.91
030	OVERTIME		
8019	PRJ MGR 8019 METR RE		102.25
****030	OVERTIME	TOTAL	102.25
130	STATNY & OFC SUPP EX		
8019	PRJ MGR 8019 METR RE		39.64
****130	STATNY & OFC SUPP EX	TOTAL	39.64
194	ODOT DP SVC TSO USE		
0500	ACCOUNTING SECTION		164.64
****194	ODOT DP SVC TSO USE	TOTAL	164.64
548	RENT OF EQT-POOL		

EA SUBJOB ACTIVITY OBJ DETL CHRG UNIT			TOTAL PROJ COST
C10118			
000	HUBBARD ROAD EXTENSI		
900	PROJ ENG FLD OFC		
548	RENT OF EQT-POOL		
1094	SOIL GEOL CREW METRO		46.80
****548	RENT OF EQT-POOL	TOTAL	46.80
550	RENT OF EQT-ASSGN		
1000	METRO REGION		6.60
1094	SOIL GEOL CREW METRO		40.00
****550	RENT OF EQT-ASSGN	TOTAL	46.60
551	HWY DIV. - MATL TST		
1094	SOIL GEOL CREW METRO		1,123.00
****551	HWY DIV. - MATL TST	TOTAL	1,123.00
555	HWY DIV - DATA ENT		
8019	PRJ MGR 8019 METR RE		25.56
****555	HWY DIV - DATA ENT	TOTAL	25.56
570	RENT OR LEAS - OTHR		
8019	PRJ MGR 8019 METR RE		42.00
****570	RENT OR LEAS - OTHR	TOTAL	42.00
***900	PROJ ENG FLD OFC	TOTAL	4,515.40
901	PROJ ENG CONSUL		
001	REGULAR WORK TIME		
7200	SPECIFICATIONS UNIT		60.68
7430	DSIGN UNIT 1 BRG		42.96
****001	REGULAR WORK TIME	TOTAL	103.64
341	COOP PMT LOCL GOV		

EA / SUBJOB / ACTIVITY / OBJ DETL / CHRG UNIT			TOTAL PROJ COST
C10118			
000	HUBBARD ROAD EXTENSI		
901	PROJ ENG CONSUL		
341	COOP PMT LOCL GOV		
8019	PRJ MGR 8019 METR RE		414.80
****341	COOP PMT LOCL GOV	TOTAL	414.80
***901	PROJ ENG CONSUL	TOTAL	518.44
905	FINAL DSIGN FOR PROJ		
001	REGULAR WORK TIME		
7365	TCH DSIGN TM N.2 R D		117.83
****001	REGULAR WORK TIME	TOTAL	117.83
***905	FINAL DSIGN FOR PROJ	TOTAL	117.83
914	UTILITY LIAISON		
001	REGULAR WORK TIME		
1090	PROJ DEVEL UNIT METR		42.96
****001	REGULAR WORK TIME	TOTAL	42.96
***914	UTILITY LIAISON	TOTAL	42.96
920	PROJECT PROGRAMMING		
001	REGULAR WORK TIME		
0612	STATS & CSH FLO GRP		18.53
0631	FEDERAL AID GROUP		101.37
****001	REGULAR WORK TIME	TOTAL	119.90
***920	PROJECT PROGRAMMING	TOTAL	119.90
923	ENV STUD		
001	REGULAR WORK TIME		
1091	ENV GRP METRO REG		47.27
****001	REGULAR WORK TIME	TOTAL	47.27
***923	ENV STUD	TOTAL	47.27
940	MATERIALS TESTING		
001	REGULAR WORK TIME		

EA SUBJOB ACTIVITY OBJ DETL CHRG UNIT			TOTAL PROJ COST
C10118			
000	HUBBARD ROAD EXTENSI		
940	MATERIALS TESTING		
001	REGULAR WORK TIME		
8214	PTL CONC CREW		1,597.28
****001	REGULAR WORK TIME	TOTAL	1,597.28
030	OVERTIME		
8214	PTL CONC CREW		240.09
****030	OVERTIME	TOTAL	240.09
551	HWY DIV. - MATL TST		
8019	PRJ MGR 8019 METR RE		1,204.84
8214	PTL CONC CREW		476.00
8215	PTL GEN INSP GRP		544.00
****551	HWY DIV. - MATL TST	TOTAL	2,224.84
***940	MATERIALS TESTING	TOTAL	4,062.21
990	PROJECT ENGR-OTHER		
001	REGULAR WORK TIME		
0521	BILLING SYSTEM		10.09
****001	REGULAR WORK TIME	TOTAL	10.09
***990	PROJECT ENGR-OTHER	TOTAL	10.09
**000	HUBBARD ROAD EXTENSI	TOTAL	11,497.95
001	HUBBARD ROAD EXTENSI		
899	ACTIV NOT ON SRC DOC		
194	ODOT DP SVC TSO USE		
8019	PRJ MGR 8019 METR RE		5.42
****194	ODOT DP SVC TSO USE	TOTAL	5.42
199	DATA PROC EQT CHG		

EA SUBJOB ACTIVITY OBJ DETL CHRG UNIT			TOTAL PROJ COST
C10118			
001	HUBBARD ROAD EXTENSI		
899	ACTIV NOT ON SRC DOC		
199	DATA PROC EQT CHG		
0530	DATA PROCESSING		2.61
****199	DATA PROC EQT CHG	TOTAL	2.61
349	INT ON VEND PMT		
8019	PRJ MGR 8019 METR RE		99.23
****349	INT ON VEND PMT	TOTAL	99.23
***899	ACTIV NOT ON SRC DOC	TOTAL	107.26
900	PROJ ENG FLD OFC		
001	REGULAR WORK TIME		
1094	SOIL GEOL CREW METRO		94.91
****001	REGULAR WORK TIME	TOTAL	94.91
131	STATY & OFC SUPP NON		
8019	PRJ MGR 8019 METR RE		21.04
****131	STATY & OFC SUPP NON	TOTAL	21.04
151	PH & GRAPH SVC CHG		
8019	PRJ MGR 8019 METR RE		417.22
****151	PH & GRAPH SVC CHG	TOTAL	417.22
***900	PROJ ENG FLD OFC	TOTAL	533.17
**001	HUBBARD ROAD EXTENSI	TOTAL	640.43
010	HUBBARD ROAD EXTENSI		
201	WK PERFRM BY CONTR		
300	FORM CONTR CONSTR RT		
8019	PRJ MGR 8019 METR RE		120.00
****300	FORM CONTR CONSTR RT	TOTAL	120.00

EA SUBJOB ACTIVITY OBJ DETL CHRG UNIT			TOTAL PROJ COST
C10118			
010	HUBBARD ROAD EXTENSI		
201	WK PERFRM BY CONTR		
300	FORM CONTR CONSTR RT		
***201	WK PERFRM BY CONTR	TOTAL	120.00
899	ACTIV NOT ON SRC DOC		
131	STATY & OFC SUPP NON		
8019	PRJ MGR 8019 METR RE		15.72
****131	STATY & OFC SUPP NON	TOTAL	15.72
***899	ACTIV NOT ON SRC DOC	TOTAL	15.72
900	PROJ ENG FLD OFC		
189	SVC PROV BY OTHR ST		
8009	PRJ MGR 8009 METR RE		66.52
8019	PRJ MGR 8019 METR RE		92.80
****189	SVC PROV BY OTHR ST	TOTAL	159.32
456	SMALL TOOL PURC		
8019	PRJ MGR 8019 METR RE		32.36
****456	SMALL TOOL PURC	TOTAL	32.36
470	SH & FLD SUPP		
8019	PRJ MGR 8019 METR RE		49.64
****470	SH & FLD SUPP	TOTAL	49.64
***900	PROJ ENG FLD OFC	TOTAL	241.32
**010	HUBBARD ROAD EXTENSI	TOTAL	377.04
011	HUBBARD ROAD EXTENSI		
010	SUPRV & ADM		
001	REGULAR WORK TIME		
0521	BILLING SYSTEM		15.48
****001	REGULAR WORK TIME	TOTAL	15.48

EA / SUBJOB / ACTIVITY / OBJ DETL / CHRG UNIT			TOTAL PROJ COST
C10118			
011	HUBBARD ROAD EXTENSI		
010	SUPRV & ADM		
001	REGULAR WORK TIME		
***010	SUPRV & ADM	TOTAL	15.48
020	TRN COURS CONF SEM		
001	REGULAR WORK TIME		
8019	PRJ MGR 8019 METR RE		761.52
****001	REGULAR WORK TIME	TOTAL	761.52
250	TUIT REGIS & EMP DEV		
****250	TUIT REGIS & EMP DEV	TOTAL	.00
***020	TRN COURS CONF SEM	TOTAL	761.52
159	OTHER TRAFFIC SERV		
341	COOP PMT LOCL GOV		
8019	PRJ MGR 8019 METR RE		204.93
****341	COOP PMT LOCL GOV	TOTAL	204.93
***159	OTHER TRAFFIC SERV	TOTAL	204.93
201	WK PERFRM BY CONTR		
300	FORM CONTR CONSTR RT		
8019	PRJ MGR 8019 METR RE		2,780.28-
****300	FORM CONTR CONSTR RT	TOTAL	2,780.28-
***201	WK PERFRM BY CONTR	TOTAL	2,780.28-
899	ACTIV NOT ON SRC DOC		
199	DATA PROC EQT CHG		
8019	PRJ MGR 8019 METR RE		115.62
****199	DATA PROC EQT CHG	TOTAL	115.62
300	FORM CONTR CONSTR RT		

EA SUBJOB ACTIVITY OBJ DETL CHRG UNIT			TOTAL PROJ COST
C10118			
011	HUBBARD ROAD EXTENSI		
899	ACTIV NOT ON SRC DOC		
300	FORM CONTR CONSTR RT		
8019	PRJ MGR 8019 METR RE		328,746.07
****300	FORM CONTR CONSTR RT	TOTAL	328,746.07
302	RETAIN ON CONTR OR A		
****302	RETAIN ON CONTR OR A	TOTAL	.00
341	COOP PMT LOCL GOV		
8019	PRJ MGR 8019 METR RE		571.85
****341	COOP PMT LOCL GOV	TOTAL	571.85
438	WOOD LMBR PILG POST		
8009	PRJ MGR 8009 METR RE		175.75
****438	WOOD LMBR PILG POST	TOTAL	175.75
***899	ACTIV NOT ON SRC DOC	TOTAL	329,609.29
900	PROJ ENG FLD OFC		
001	REGULAR WORK TIME		
8009	PRJ MGR 8009 METR RE		120.55
8017	PRJ MGR 8017 METR RE		144.05
8019	PRJ MGR 8019 METR RE		21,541.50
8042	PRJ MGR 8042 METR RE		1,145.47
****001	REGULAR WORK TIME	TOTAL	22,951.57
030	OVERTIME		
8019	PRJ MGR 8019 METR RE		5,725.02
8042	PRJ MGR 8042 METR RE		343.64
****030	OVERTIME	TOTAL	6,068.66
032	COMPEN TIM EARN		

EA SUBJOB ACTIVITY OBJ DETL CHRG UNIT			TOTAL PROJ COST
C10118			
011	HUBBARD ROAD EXTENSI		
900	PROJ ENG FLD OFC		
032	COMPEN TIM EARN		
8017	PRJ MGR 8017 METR RE		60.82
****032	COMPEN TIM EARN	TOTAL	60.82
130	STATNY & OFC SUPP EX		
8019	PRJ MGR 8019 METR RE		49.16
****130	STATNY & OFC SUPP EX	TOTAL	49.16
199	DATA PROC EQT CHG		
8009	PRJ MGR 8009 METR RE		27.58
8019	PRJ MGR 8019 METR RE		10.10
****199	DATA PROC EQT CHG	TOTAL	37.68
438	WOOD LMBR PILG POST		
8009	PRJ MGR 8009 METR RE		110.87
****438	WOOD LMBR PILG POST	TOTAL	110.87
440	PAINT THIN PRESERV E		
8019	PRJ MGR 8019 METR RE		287.40
****440	PAINT THIN PRESERV E	TOTAL	287.40
548	RENT OF EQT-POOL		
8019	PRJ MGR 8019 METR RE		134.40
****548	RENT OF EQT-POOL	TOTAL	134.40
550	RENT OF EQT-ASSGN		
8009	PRJ MGR 8009 METR RE		17.70

EA SUBJOB ACTIVITY OBJ DETL CHRG UNIT			TOTAL PROJ COST
C10118			
011	HUBBARD ROAD EXTENSI		
900	PROJ ENG FLD OFC		
550	RENT OF EQT-ASSGN		
8019	PRJ MGR 8019 METR RE		1,665.88
8042	PRJ MGR 8042 METR RE		244.35
****550	RENT OF EQT-ASSGN	TOTAL	1,927.93
570	RENT OR LEAS - OTHR		
8019	PRJ MGR 8019 METR RE		42.00
****570	RENT OR LEAS - OTHR	TOTAL	42.00
***900	PROJ ENG FLD OFC	TOTAL	31,670.49
940	MATERIALS TESTING		
551	HWY DIV. - MATL TST		
8019	PRJ MGR 8019 METR RE		172.00
****551	HWY DIV. - MATL TST	TOTAL	172.00
***940	MATERIALS TESTING	TOTAL	172.00
990	PROJECT ENGR-OTHER		
001	REGULAR WORK TIME		
0521	BILLING SYSTEM		9.00
****001	REGULAR WORK TIME	TOTAL	9.00
***990	PROJECT ENGR-OTHER	TOTAL	9.00
**011	HUBBARD ROAD EXTENSI	TOTAL	359,662.43
*C10118		TOTAL	372,177.85

10,118

4031922
2031922

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-27-89

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM February 3, 1984

TO August 21, 1985

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IX-9739(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
580	$47,780.68	47,780.68	85.00%	40,613.57	40,613.57	-0-
580	3,566.02	1,710.44	85.00%	1,453.87	1,453.87	-0-
177	7,962.48	7,962.48	85.00%	6,768.10	6,768.10	-0-
	$59,309.18	57,453.60	85.00%	48,835.54	48,835.54	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	3/27/89	R J Hacker Assistant Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20 (REV. 9-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	HUBBARD ROAD SECTION COUNTY ROAD CLACKAMAS COUNTY					
	Type Code PE Preliminary Engineering					
	State (580)				$ 1,710.44	
	Engineering (177)				7,962.48	
	Clackamas County (580)			All Required	47,780.68	
	Total Participating Project Cost				57,453.60	
	Non-Participating Project Cost					
	Engineering (580)				1,855.58	
	Total Non-Participating Project Cost				1,855.58	
	Total Project Cost				$59,309.18	
	Audit conducted, any adjustments required have been made.					

AMOUNT CARRIED FORWARD .....

OATFIELD RD-E PORTLAND FY	CONT NO		FA PROJ NOS X10 0000061 100							
	203	1921	296	00	N	9			114.91CR	
	203	1921	298	00	N	9			114.91	
	203	1921	901	00	P	1				
	203	1921	911	00	P	1	.60CR		133.57	
	203	1921	913	00	P	1				
	203	1921	918	00	P	1				
	203	1921	920	00	P	1				
			TOT	P1			.60CR		133.57	
			** JOB TOTALS **				.60CR**		133.57 **	
HUBBARD ROAD SECTION	CONT NO		FA PROJ NOS X10 9739001 100 X1 9739001							
	203	1922	296	00	N	9	123.65CR		4,470.80CR	5
	203	1922	298	00	N	9	123.65		4,470.80	5

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — JUNE 1985 — PAGE

DESCRIPTION	PREFIX		FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE		GRAND TO
	203	1922	901	00	P	1	6.09	961.36		1
	203	1922	903	00	P	1		16,425.36CR		
	203	1922	905	00	P	1	146.78	146.78		
	203	1922	907	00	P	1	.46CR	101.78		
	203	1922	911	00	P	1	.23CR	50.90		
	203	1922	918	00	P	1	2.24	46.81		
	203	1922	920	00	P	1	.09CR	20.11		
	203	1922	921	00	P	1	877.38	877.38		
	203	1922	923	00	P	1	31.59	2,424.24		3
	203	1922	936	00	P	1	.18CR	46.20		
	203	1922	938	00	P	1	5.49CR	1,217.18		1
			TOT	P1			1,057.63	10,532.62CR		7
			** JOB TOTALS **				1,057.63 **	10,532.62CR**		7
EAGLE CR (BONNIE LVRE) BR	CONT NO		FA PROJ NOS BROS0300009 100							
	203	1923	296	00	N	9		19,317.42CR		19
	203	1923	298	00	N	9		19,317.42		19
	203	1923	901	00	P	1	72.27CR	18,471.29		19
	203	1923	905	00	P	1	1.75CR	389.80		
	203	1923	906	00	P	1	1.79CR	462.20		
	203	1923	913	00	P	1	2.62CR	623.99		
	203	1923	918	00	P	1		4.84		
	203	1923	926	00	P	1	.40CR	89.05		
	203	1923	927	00	P	1	11.44CR	2,986.51		3
			TOT	P1			90.27CR	23,027.68		20
			** JOB TOTALS **				90.27CR**	23,027.68	**	24

CONT NO * FA PROJ NOS HES 9665017 100

RTLAND FY	CONT NO		FA PROJ NOS X10 0000061 100					STATE
	203	1921	296	00 N 9		114.91CR	479.14CR	
	203	1921	298	00 N 9		114.91	479.14	
	203	1921	901	00 P 1			292.37	
	203	1921	911	00 P 1	.60CR	133.57	133.57	
	203	1921	913	00 P 1			21.62	
	203	1921	918	00 P 1			4.55	
	203	1921	920	00 P 1			110.98	
			TOT	P1	.60CR	133.57	563.09	
			** JOB TOTALS **		.60CR**	133.57 **	563.09 **	
CTION	CONT NO		FA PROJ NOS X10 9739001 100 XI 9739001					STATE
	203	1922	296	00 N 9	123.65CR	4,470.80CR	5,435.76CR	
	203	1922	298	00 N 9	123.65	4,470.80	5,435.76	

CN	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	203 1922	901	00	P 1	6.09	961.36	1,158.46	
	203 1922	903	00	P 1		16,425.36CR		
	203 1922	905	00	P 1	146.78	146.78	146.78	
	203 1922	907	00	P 1	.46CR	101.78	101.78	
	203 1922	911	00	P 1	.23CR	50.90	50.90	
	203 1922	918	00	P 1	2.24	46.81	51.36	
	203 1922	920	00	P 1	.09CR	20.11	112.93	
	203 1922	921	00	P 1	877.38	877.38	877.38	
	203 1922	923	00	P 1	31.59	2,424.24	3,536.06	
	203 1922	936	00	P 1	.18CR	46.20	84.54	
	203 1922	938	00	P 1	5.49CR	1,217.18	1,332.45	
		TOT	P1		1,057.63	10,532.62CR	7,452.64	
		** JOB TOTALS **			1,057.63 **	10,532.62CR**	7,452.64 **	
E LVRE) BR	CONT NO		FA PROJ NOS BROS0300009 100					STATE
	203	1923	296	00 N 9		19,317.42CR	19,317.42CR	
	203	1923	298	00 N 9		19,317.42	19,317.42	
	203	1923	901	00 P 1	72.27CR	18,471.29	19,219.09	
	203	1923	905	00 P 1	1.75CR	389.80	389.80	
	203	1923	906	00 P 1	1.79CR	462.20	462.20	
	203	1923	913	00 P 1	2.62CR	623.99	759.98	
	203	1923	918	00 P 1		4.84	10.21	
	203	1923	926	00 P 1	.40CR	89.05	107.17	
	203	1923	927	00 P 1	11.44CR	2,986.51	3,108.06	
		TOT	P1		90.27CR	23,027.68	24,056.51	
		** JOB TOTALS **			90.27CR**	23,027.68 **	24,056.51 **	
			FA PROJ NOS HES R665017 100					STATE

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
RAILROAD AVE-HARMONY RD	CONT NO		FA PROJ NOS X10 0000046 100					
	403	1919	598	00	N 9		6,202.03CR	90,951.02
	403	1919	903	00	P 1		3,930.16	90,951.02
			TOT	P1			3,930.16	90,951.02
			TOT	N9			6,202.03CR	90,951.02
			** JOB TOTALS **			**	2,271.87CR**	
SE SUNNYSIDE RD-SE 82ND AV	CONT NO		FA PROJ NOS X10 9718007 100					
	403	1920	598	00	N 9		3,416.36CR	7,487.39
	403	1920	903	00	P 1		3,191.88	7,487.39
			TOT	P1			3,191.88	7,487.39
			TOT	N9			3,416.36CR	7,487.39
			** JOB TOTALS **			**	224.48CR**	
CURVE REALIGNMENT/JENNINGS-DA	CONT NO		FA PROJ NOS HES 9674004 100					
	403	1921	598	00	N 9		410.35CR	597.09
	403	1921	903	00	P 1		410.35	597.09
			TOT	P1			410.35	597.09
			TOT	N9			410.35CR	597.09
			** JOB TOTALS **			**	**	
HUBBARD RD SEC	CONT NO		FA PROJ NOS X10 9739001 100					
	403	1922	598	00	N 9		38,318.56CR	38,318.56
	403	1922	903	00	P 1		38,318.56	38,318.56
			TOT	P1			38,318.56	38,318.56
			TOT	N9			38,318.56CR	38,318.56
			** JOB TOTALS **			**	**	
OATFIELD RD @ CONCORD STG	CONT NO		FA PROJ NOS HES 9665013 100					
	403	1926	598	00	N 9		58.86CR	58.86
	403	1926	903	00	P 1		58.86	58.86
			TOT	P1			58.86	58.86
			TOT	N9			58.86CR	58.86
			** JOB TOTALS **			**	**	
WARNER-MILNE RD-CR CITY	CONT NO		FA PROJ NOS X10 0000067 100 X10 0000067					
	403	1927	598	00	N 9		16,128.09CR	16,128.09
	403	1927	903	00	P 1		18,974.22	18,974.22
	403	1927	903	00	N 2		2,846.13CR	2,846.13
			TOT	P1			18,974.22	18,974.22
			TOT	N2			2,846.13CR	2,846.13
			TOT	N9			16,128.09CR	16,128.09
			** JOB TOTALS **			**	**	

		PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
RD	CONT NO		FA PROJ NOS X10 0000046 100						STATE
	403	1919	598	00	N 9		6,202.03CR	90,951.02CR	
	403	1919	903	00	P 1		3,930.16	90,951.02	
			TOT		P1		3,930.16	90,951.02	
			TOT		N9		6,202.03CR	90,951.02CR	
			** JOB TOTALS **			**	2,271.87CR**		**
.D AV	CONT NO		FA PROJ NOS X10 9718007 100						STATE
	403	1920	598	00	N 9		3,416.36CR	7,487.39CR	
	403	1920	903	00	P 1		3,191.88	7,487.39	
			TOT		P1		3,191.88	7,487.39	
			TOT		N9		3,416.36CR	7,487.39CR	
			** JOB TOTALS **			**	224.48CR**		**
NINGS-DA	CONT NO		FA PROJ NOS HES 9674004 100						STATE
	403	1921	598	00	N 9		410.35CR	597.09CR	
	403	1921	903	00	P 1		410.35	597.09	
			TOT		P1		410.35	597.09	
			TOT		N9		410.35CR	597.09CR	
			** JOB TOTALS **			**	**		**
	CONT NO		FA PROJ NOS X10 9739001 100						STATE
	403	1922	598	00	N 9		38,318.56CR	38,318.56CR	
	403	1922	903	00	P 1		38,318.56	38,318.56	
			TOT		P1		38,318.56	38,318.56	
			TOT		N9		38,318.56CR	38,318.56CR	
			** JOB TOTALS **			**	**		**
STG	CONT NO		FA PROJ NOS HES 9665013 100						STATE
	403	1926	598	00	N 9		58.86CR	58.86CR	
	403	1926	903	00	P 1		58.86	58.86	
			TOT		P1		58.86	58.86	
			TOT		N9		58.86CR	58.86CR	
			** JOB TOTALS **			**	**		**
	CONT NO		FA PROJ NOS X10 0000067 100 X10 0000067						STATE
	403	1927	598	00	N 9		16,128.09CR	16,128.09CR	
	403	1927	903	00	P 1		18,974.22	18,974.22	
	403	1927	903	00	N 2		2,846.13CR	2,846.13CR	
			TOT		P1		18,974.22	18,974.22	
			TOT		N2		2,846.13CR	2,846.13CR	
			TOT		N9		16,128.09CR	16,128.09CR	
			** JOB TOTALS **			**	**		**

JOB COST SUMMARY RUN ON 09-14-89
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 09/09/89
FOR EXPENDITURE ACCOUNT C2031922

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C2031922	000	010	001	0521			10.09	
OBJ-DETAIL	001						10.09	
ACTIVITY	010						10.09	SUBTOTAL - Acc
C2031922	000	899	299	0100			-137.77	***
OBJ-DETAIL	299						-137.77	
C2031922	000	899	504	0100				
OBJ-DETAIL	504							
ACTIVITY	899						-137.77	SUBTOTAL - Acc
C2031922	000	900	001	1090			10.49	
C2031922	000	900	001	1093			49.89	
OBJ-DETAIL	001						60.38	
ACTIVITY	900						60.38	SUBTOTAL - F.E.
C2031922	000	905	001	7000			10.05	
C2031922	000	905	001	7350			243.02	
C2031922	000	905	001	7360			99.78	
C2031922	000	905	001	7364			69.39	
OBJ-DETAIL	001						422.24	
C2031922	000	905	030	7364			67.65	
OBJ-DETAIL	030						67.65	
C2031922	000	905	130	7300				
OBJ-DETAIL	130							
ACTIVITY	905						489.89	SUBTOTAL Email Design
C2031922	000	907	001	7365			236.42	
OBJ-DETAIL	001						236.42	
ACTIVITY	907						236.42	SUBTOTAL - T.P. & OT
C2031922	000	911	001	1052			82.02	
OBJ-DETAIL	001						82.02	
ACTIVITY	911						82.02	SUBTOTAL Traffic

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 09-14-89
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 09/09/89
FOR EXPENDITURE ACCOUNT C2031922

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C2031922	000	914	001	7700			22.92	
C2031922	000	914	001	7783			22.36	
OBJ-DETAIL	001						45.28	
ACTIVITY	914						45.28	SUBTOTAL - utilities
C2031922	000	920	001	0600			-92.90	
C2031922	000	920	001	0631			78.07	
OBJ-DETAIL	001						-14.83	
ACTIVITY	920						-14.83	SUBTOTAL - program sup
C2031922	000	921	001	7200			533.74	
OBJ-DETAIL	001						533.74	
C2031922	000	921	136	0500				
OBJ-DETAIL	136							
C2031922	000	921	501	0100				
C2031922	000	921	501	7200				
OBJ-DETAIL	501							
C2031922	000	921	504	0100				
OBJ-DETAIL	504							
ACTIVITY	921						533.74	SUBTOTAL - space
C2031922	000	923	001	1091				
C2031922	000	923	001	7500			39.12	
C2031922	000	923	001	7530			39.12	
OBJ-DETAIL	001						78.24	
ACTIVITY	923						78.24	SUBTOTAL - env
C2031922	000	933	001	7100			326.98	
OBJ-DETAIL	001						326.98	
ACTIVITY	933						326.98	SUBTOTAL - base design
C2031922	000	960	136	0500				
OBJ-DETAIL	136							

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 09-14-89
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 09/09/89
FOR EXPENDITURE ACCOUNT C2031922

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
ACTIVITY	960							SUBTOTAL
SUB-JOB	000	SUBTOTAL					1,710.44	
C2031922	011	050	001	0500			354.59	
OBJ-DETAIL	001						354.59	
ACTIVITY	050						354.59	SUBTOTAL
C2031922	011	899	001	0521			8.74	
OBJ-DETAIL	001						8.74	
C2031922	011	899	299	0100			7,590.41	***
OBJ-DETAIL	299						7,590.41	
C2031922	011	899	598	0631			-4,581.00	
OBJ-DETAIL	598						-4,581.00	
ACTIVITY	899						3,018.15	SUBTOTAL
C2031922	011	901	001	0521			8.74	
OBJ-DETAIL	001						8.74	
ACTIVITY	901						8.74	SUBTOTAL
C2031922	011	923	598	0631			-3,381.48	
OBJ-DETAIL	598						-3,381.48	
ACTIVITY	923						-3,381.48	SUBTOTAL
SUB-JOB	011	SUBTOTAL						
C2031922	021	899	598	0631			4,581.00	
OBJ-DETAIL	598						4,581.00	
ACTIVITY	899						4,581.00	SUBTOTAL
C2031922	021	923	598	0631			3,381.48	
OBJ-DETAIL	598						3,381.48	
ACTIVITY	923						3,381.48	SUBTOTAL

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 09-14-89
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 09/09/89
FOR EXPENDITURE ACCOUNT C2031922

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
SUB-JOB	021 SUBTOTAL						7,962.48	
C2031922	030	030	504	0100			140.90	
OBJ-DETAIL	504						140.90	
ACTIVITY	030						140.90	SUBTOTAL - Env.
C2031922	030	899	504	0100			39.15	
OBJ-DETAIL	504						39.15	
ACTIVITY	899						39.15	SUBTOTAL - Env.
C2031922	030	905	130	7300			9.00	
OBJ-DETAIL	130						9.00	
ACTIVITY	905						9.00	SUBTOTAL - Final Design
C2031922	030	920	001	0600			92.90	
OBJ-DETAIL	001						92.90	
ACTIVITY	920						92.90	SUBTOTAL - Program Sec
C2031922	030	921	136	0500			1,080.08	
OBJ-DETAIL	136						1,080.08	
C2031922	030	921	501	0100			34.00	
C2031922	030	921	501	7200			128.00	
OBJ-DETAIL	501						162.00	
C2031922	030	921	504	0100			10.90	
OBJ-DETAIL	504						10.90	
ACTIVITY	921						1,252.98	SUBTOTAL - Specs
C2031922	030	923	001	1091			317.31	
OBJ-DETAIL	001						317.31	
ACTIVITY	923						317.31	SUBTOTAL - Env.
C2031922	030	960	136	0500			3.34	
OBJ-DETAIL	136						3.34	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 09-14-89
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 09/09/89
FOR EXPENDITURE ACCOUNT C2031922

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
ACTIVITY	960						3.34	SUBTOTAL
SUB-JOB	030	SUBTOTAL					1,855.58	
EA	C2031922	TOTAL					11,528.50	

location program

11,524

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 09-14-89
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 09/09/89
FOR EXPENDITURE ACCOUNT C4031922

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C4031922	011	899	299	0100			38,318.56	***
C4031922	011	899	299	1000			7,167.10	***
OBJ-DETAIL	299						45,485.66	
ACTIVITY	899						45,485.66	SUBTOTAL
C4031922	011	900	720	1000			2,295.02	
OBJ-DETAIL	720						2,295.02	
ACTIVITY	900						2,295.02	SUBTOTAL
SUB-JOB	011	SUBTOTAL					47,780.68	
C4031922	090	899	299				38,318.56	***
C4031922	090	899	299	0100			-114,955.68	***
C4031922	090	899	299	0521			76,637.12	***
OBJ-DETAIL	299							
ACTIVITY	899							SUBTOTAL
SUB-JOB	090	SUBTOTAL						
EA	C4031922	TOTAL					47,780.68	

Credit for work performed by City

47,780

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

10,118

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-27-89

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

	STATE VOUCHER NO.
	FHWA VOUCHER NO.
APPROPRIATION	FHWA SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon	PAID BY
ADDRESS Capitol Building, Salem, OR 97310	*(For use of Paying Office)*

STATE Oregon		VOUCHER TYPE *(Check Appropriate Block)* ☐ CURRENT BILLING	
VOUCHER PERIOD	FROM 09/09/85	☐ OTHER PROGRESS	FEDERAL AID PROJECT NO.
	TO 11/25/87	☐ FINAL VOUCHER (*)	IX 9739(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
.77 372,177.85	371,160.38	85%	315,486.32	315,486.32	
$372,177.85	371,160.38 ~~317,160.~~38	85%	315,486.32	315,486.32	

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	02/27/89	R J Hacke Assistant Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20 (REV. 5-72)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	HUBBARD ROAD EXTENSION SECTION COUNTY ROAD CLACKAMAS COUNTY					
	Participating Project Cost:					
	Construction					
	Type Code 1000					
	Roadway (Sta. 35+01.28 to Sta. 55+50)					
	Construction			Lump Sum	$325,965.79	
SFO #1	Permanent Pavement Striping			All required	697.22	
SFO #3	Signing			All required	204.93	
	Total Construction Project Cost				326,867.94	
	Construction Engineering					
	State			Lump Sum	44,292.44	
	Total Participating Project Cost				371,160.38	
	Non Participating Project Cost					
	Interest on Payment Summary			All required	99.23	
	Construction			Lump Sum	120.00	
	Engineering			Lump Sum	798.24	
	Total Non-Participating Project Cost				1,017.47	
	Total Project Cost				372,177.85	

AMOUNT CARRIED FORWARD .....

JOB COST SUMMARY RUN ON 09-26-89
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 09/23/89
FOR EXPENDITURE ACCOUNT C10118

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C10118	000	010	001	0521			20.18	
C10118	000	010	001	0813			382.49	
C10118	000	010	001	0821			208.01	
OBJ-DETAIL 001							610.68	
ACTIVITY 010							610.68	SUBTOTAL
C10118	000	140	341	8019	SF01		697.22	
OBJ-DETAIL 341							697.22	
ACTIVITY 140							697.22	SUBTOTAL
C10118	000	899	001	8007			146.04	
OBJ-DETAIL 001							146.04	
C10118	000	899	130	8200			42.24	
OBJ-DETAIL 130							42.24	
C10118	000	899	136	0500			7.12	
OBJ-DETAIL 136							7.12	
C10118	000	899	192	0800			1.51	
OBJ-DETAIL 192							1.51	
C10118	000	899	199	0530			79.92	
OBJ-DETAIL 199							79.92	
C10118	000	899	250	0100			53.19	
OBJ-DETAIL 250							53.19	
C10118	000	899	501	7200			17.00	
OBJ-DETAIL 501							17.00	
C10118	000	899	504	0100			50.80	
C10118	000	899	504	1000			8.46	
C10118	000	899	504	8019			16.20	
OBJ-DETAIL 504							75.46	
C10118	000	899	550	8214			51.60	
C10118	000	899	550	8215			122.80	
OBJ-DETAIL 550							174.40	
C10118	000	899	551	8019			105.00	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 09-26-89
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 09/23/89
FOR EXPENDITURE ACCOUNT C10118

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
OBJ-DETAIL 551							105.00	-pm
C10118	000	899	553	0530			.31	
OBJ-DETAIL 553							.31	-acc
C10118	000	899	555	0521			47.70	
C10118	000	899	555	0531			6.06	
OBJ-DETAIL 555							53.76	-acc
ACTIVITY 899							755.95	SUBTOTAL
C10118	000	900	001	1083			873.83	
C10118	000	900	001	1094			877.55	
C10118	000	900	001	8014			347.29	
C10118	000	900	001	8019			826.24	
OBJ-DETAIL 001							2,924.91	
C10118	000	900	030	8019			102.25	
OBJ-DETAIL 030							102.25	
C10118	000	900	130	8019			39.64	
OBJ-DETAIL 130							39.64	
C10118	000	900	194	0500			164.64	
OBJ-DETAIL 194							164.64	
C10118	000	900	548	1094			46.80	
OBJ-DETAIL 548							46.80	
C10118	000	900	550	1000			6.60	Equip
C10118	000	900	550	1094			40.00	
OBJ-DETAIL 550							46.60	
C10118	000	900	551	1094			1,123.00	
OBJ-DETAIL 551							1,123.00	
C10118	000	900	555	8019			25.56	
OBJ-DETAIL 555							25.56	
C10118	000	900	570	8019			42.00	
OBJ-DETAIL 570							42.00	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 09-26-89
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 09/23/89
FOR EXPENDITURE ACCOUNT C10118

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
ACTIVITY 900							4,515.40 SUBTOTAL
C10118	000	901	001	7200			60.68
C10118	000	901	001	7430			42.96
OBJ-DETAIL 001							103.64
C10118	000	901	341	8019			414.80
OBJ-DETAIL 341							414.80
ACTIVITY 901							518.44 SUBTOTAL
C10118	000	905	001	7365			117.83
OBJ-DETAIL 001							117.83
ACTIVITY 905							117.83 SUBTOTAL
C10118	000	914	001	1090			42.96
OBJ-DETAIL 001							42.96
ACTIVITY 914							42.96 SUBTOTAL
C10118	000	920	001	0612			18.53
C10118	000	920	001	0631			101.37
OBJ-DETAIL 001							119.90
ACTIVITY 920							119.90 SUBTOTAL
C10118	000	923	001	1091			47.27
OBJ-DETAIL 001							47.27
ACTIVITY 923							47.27 SUBTOTAL
C10118	000	940	001	8214			1,597.28
OBJ-DETAIL 001							1,597.28
C10118	000	940	030	8214			240.09
OBJ-DETAIL 030							240.09
C10118	000	940	551	8019			1,204.84
C10118	000	940	551	8214			476.00
C10118	000	940	551	8215			544.00
OBJ-DETAIL 551							2,224.84

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 09-26-89
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 09/23/89
FOR EXPENDITURE ACCOUNT C10118

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
ACTIVITY	940						4,062.21	SUBTOTAL - mat. Testing
C10118 OBJ-DETAIL 001	000	990	001	0521			10.09 10.09	
ACTIVITY	990						10.09	SUBTOTAL - acc
SUB-JOB	000	SUBTOTAL					11,497.95	
C10118 OBJ-DETAIL 194	001	899	194	8019			5.42 5.42	- p.m
C10118 OBJ-DETAIL 199	001	899	199	0530			2.61 2.61	acc
C10118 OBJ-DETAIL 349	001	899	349	8019			99.23 99.23	- interest
ACTIVITY	899						107.26	SUBTOTAL
C10118 OBJ-DETAIL 001	001	900	001	1094			94.91 94.91	
C10118 OBJ-DETAIL 131	001	900	131	8019			21.04 21.04	
C10118 OBJ-DETAIL 151	001	900	151	8019			417.22 417.22	
ACTIVITY	900						533.17	SUBTOTAL - p.m.
SUB-JOB	001	SUBTOTAL					640.43	
C10118 OBJ-DETAIL 300	010	201	300	8019			120.00 120.00	
ACTIVITY	201						120.00	SUBTOTAL
C10118 OBJ-DETAIL 131	010	899	131	8019			15.72 15.72	
ACTIVITY	899						15.72	SUBTOTAL - pm

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 09-26-89
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 09/23/89
FOR EXPENDITURE ACCOUNT C10118

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C10118	010	900	189	8009			66.52	
C10118	010	900	189	8019			92.80	
C10118	010	900	189	8026				
OBJ-DETAIL 189							159.32	
C10118	010	900	456	8019			32.36	
OBJ-DETAIL 456							32.36	
C10118	010	900	470	8019			49.64	
OBJ-DETAIL 470							49.64	
ACTIVITY 900							241.32	SUBTOTAL - p.m
SUB-JOB 010		SUBTOTAL					377.04	
C10118	011	010	001	0521			15.48	
OBJ-DETAIL 001							15.48	
ACTIVITY 010							15.48	SUBTOTAL - acc
C10118	011	020	001	8019			761.52	
OBJ-DETAIL 001							761.52	
C10118	011	020	250	8019				
OBJ-DETAIL 250								
ACTIVITY 020							761.52	SUBTOTAL - thorning
C10118	011	159	341	8019	SF03		204.93	
OBJ-DETAIL 341							204.93	
ACTIVITY 159							204.93	SUBTOTAL - SFO #3
C10118	011	201	300 ✓	8019			-2,780.28	
OBJ-DETAIL 300							-2,780.28	
ACTIVITY 201							-2,780.28	SUBTOTAL - Contractor
C10118	011	899	199	8019			115.62	
OBJ-DETAIL 199							115.62	- PM
C10118	011	899	300 ✓	8019			328,746.07	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 09-26-89
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 09/23/89
FOR EXPENDITURE ACCOUNT C10118

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
OBJ-DETAIL 300							328,746.07 - contractor
C10118	011	899	302	R			
OBJ-DETAIL 302							
C10118	011	899	341	8019			571.85
OBJ-DETAIL 341							571.85 - Local
C10118	011	899	438	8009			175.75
OBJ-DETAIL 438							175.75 - pm
ACTIVITY 899							329,609.29 SUBTOTAL
C10118	011	900	001	8009			120.55
C10118	011	900	001	8017			144.05
C10118	011	900	001	8019			21,541.50
C10118	011	900	001	8042			1,145.47
OBJ-DETAIL 001							22,951.57
C10118	011	900	030	8019			5,725.02
C10118	011	900	030	8042			343.64
OBJ-DETAIL 030							6,068.66
C10118	011	900	032	8017			60.82
OBJ-DETAIL 032							60.82
C10118	011	900	130	8019			49.16
OBJ-DETAIL 130							49.16
C10118	011	900	199	8009			27.58
C10118	011	900	199	8019			10.10
OBJ-DETAIL 199							37.68
C10118	011	900	438	8009			110.87
OBJ-DETAIL 438							110.87
C10118	011	900	440	8019			287.40
OBJ-DETAIL 440							287.40
C10118	011	900	548	8019			134.40
OBJ-DETAIL 548							134.40
C10118	011	900	550	8009			17.70

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 09-26-89
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 09/23/89
FOR EXPENDITURE ACCOUNT C10118

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C10118	011	900	550	8019			1,665.88	
C10118	011	900	550	8042			244.35	
OBJ-DETAIL	550						1,927.93	
C10118	011	900	570	8019			42.00	
OBJ-DETAIL	570						42.00	
ACTIVITY	900						31,670.49	SUBTOTAL
C10118	011	940	551	8019			172.00	
OBJ-DETAIL	551						172.00	
ACTIVITY	940						172.00	SUBTOTAL
C10118	011	990	001	0521			9.00	
OBJ-DETAIL	001						9.00	
ACTIVITY	990						9.00	SUBTOTAL
SUB-JOB	011	SUBTOTAL					359,662.43	
EA	C10118	TOTAL					372,177.85	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

118 jc cc: OSHD (L. W. Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Clackamas	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
11/18/87	Michael E. Cribb, Highway Engineer Trainee		IX-9739(2)
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
7/31/86	5/19/87	100 %	S.C.D. 7/31/86

LOCATION

Hubbard Rd. Ext. FAU 9739 (Hubbard Rd.) - Highway 212

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HUBBARD RD. EXTENSION
FAU 9739 (HUBBARD RD.) - HIGHWAY 212
Grading & Paving

This project involves the construction of a new connection between Hubbard Road and the junction of Highway 212 with 135th Ave. The project provides a 36 foot wide curbed roadway and includes other items involved in new construction such as drainage, concrete curbs, manhole adjustments, etc.

The contract was awarded to Mocon Corp. on September 9, 1985. Work began on September 11, 1985 and was completed on July 31, 1986. The final cost underran the original authorization of $377,316 by one percent.

The contractor was penalized $2,410.17 for aggregate base which did not meet specifications.

The contract was performed in substantial compliance with the plans and specifications and approval is recommended.

- MEC -

NOTED dg
W. E. SCHWARTZ
12/7

RECEIVED
STATE HWY ENGR
NOV 25 '87
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Michael E. Cribb		SIGNATURE	
TITLE Highway Engineer Trainee	DATE 11-25-87	TITLE District Engineer A	DATE 11/25/87

FORM FHWA 1446R PREVIOUS EDITIONS MAY BE USED

10,118

June 8, 1987

CON 5 - #10,118

United Pacific Insurance Company
P.O. Box 5669
Portland, OR 97228

On May 26, 1987, we wrote to you concerning release of final payment on Contract No. 10,118 awarded to Mocon Corporation for work on the Hubbard Road Extension Section of FAU 9739 in Clackamas County.

Final payment on this contract is $2,339.72 and the total contract amount is $326,085.79 including $529.46 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Mocon Corporation
P.O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

10,118

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10118

TO: Commission Services

DATE: May 19, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10118 , On Site Work Substantially Completed July 31, 1986

All Work Completed March 16, 1987

Project Hubbard Road Extension

Highway FAU 9739 (Hubbard Road)

County Clackamas

Type of Work Grading and Paving

Contractor Mocon Corporation

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

5-26-87 - Surety letter written.

RECEIVED
MAY 20 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON DEPARTMENT OF TRANSPORTATION — HIGHWAY DIVISION

W I Y REPORT FOR CONSTRUCTION R ECTS

PROJECT NAME (SECTION)	WEEK ENDING
HUBBARD ROAD EXTENSION	Sept 20, 1986
HIGHWAY: FAU 9739	COUNTY: CLACKAMAS
CONTRACTOR: MOCON CORPORATION	KIND OF WORK: GRADING & PAVING
CONTRACT NO: C10118	F A PROJECT NO: X-9739(2)
DATE OF AWARD: SEPTEMBER 9, 1985	FIRST NOTIFICATION DATE: SEPTEMBER 11, 1985
ESTIMATED DATE OF COMPLETION, OR: JULY 31, 1986	SECOND NOTIFICATION DATE AND: July 31, 1986
ESTIMATED SEMIFINAL SUBMITTAL DATE: October 1, 1986	AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS 0
PERCENT CONTRACT WORK COMPLETED: 100 %	

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION	$ 347,397.19
ESTIMATED PROJECT COST	$ 357,917.56
ESTIMATED PERCENT OVERRUN/UNDERRUN	XXXX 3.0 %

ENGINEERING

AUTHORIZATION	$ 29,919.38
COST THIS WEEK	$ 0.00
TOTAL TO DATE	$ 42,810.00
PERCENT OF AUTHORIZATION	143 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	07/31/86	326	326.0	100	YES
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	26,115 CY	8,080 TN	1,900 00			
EST. CORRECTED QUANTITIES	25,595 CY	8,824 TN	1,920 00			
EST. PERFORMED TO DATE	25,595 CY	8,824 TN	1,920 00			
PERCENT PERFORMED TO DATE	100	100	100	0	0	0

ACTIVITIES THIS WEEK:

Semi-final submitted. FINAL REPORT

PROJECT VISITORS:

None

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

F

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): Gary Kennen — GARY KENNEN

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,11-

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: August 18, 1986

In Reply Refer to
File No.:

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5
10118

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-9739(2)

Contract 10118, Work Completed July 31, 1986

Project Hubbard Road Extension

Highway FAU 9739 (Hubbard Road)

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 11-21-86

for Dale E. Wilken
Division Administrator

RECEIVED
STAT.. HWY ENGR
NOV 26 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

NOTED
LARRY RULIEN

RECEIVED
AUG 18 1986
OREGON DIVISION

CPC/FL4

734-2023 (2-85)

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9739(2)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40129

2A. COUNTY NAME: Clackamas

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: June 13, 1986

8. FEDERAL ROUTE NUMBER: FAU 9739

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Hubbard Road Extension

11. GENERAL DESCRIPTION OF WORK

Install permanent signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6/13/86 as requested in Mr. Fredrickson's letter of 6/27/86 as being cost effective for the use of Clackamas County forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $150;
Federal Funds $127.

RECEIVED
STATE HWY ENGR
JUL 7 '86
REFER TO
Potter
FOR
Info | Invest | R/D | J/R | Sign | Tel | Lib

Orig. to 7/7

14. DATE: 7/3/86

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hassmer

16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,118

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 6-43	US Department of Transportation **Federal Highway Administration**	State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Clackamas
MODIFICATION NUMBER 1	6-9-86	Project Number: IX-9739(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 7, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 377,316.00	$ 408,418.00
Federal funds	$ 320,718.00	$ 347,154.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9 TH day of JUN, 19 86.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XX For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon May 22, 1986

Federal-Aid Project No. IX-9739(2)

Hubbard Road Extension
County Road
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 35+01.28 to Sta. 55+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
1"-0 Aggregate Base	$ 7.00	8,080	$56,560.00	8,800	$61,600.00
6-inch Drain Pipe	3.00	100	300.00	600	1,800.00
Gravel in Drain	20.00	11	220.00	111	2,220.00
Geotextile Fabric in Drains	2.00	90	180.00	490	980.00
General Excavation (P.A. #3A)	5.75	---	---	2,060	11,845.00
Filter Fabric Membrane (P.A. #2A)	0.475	---	---	2,000	950.00
Erosion Control (F.A. #1)	---	---	---	---	600.00
			$57,260.00		$79,995.00

Increase	$ 22,735.00
Subtotal from Estimate of October 2, 1985	330,437.50
Subtotal	$353,172.50
Engineering	52,975.50
Total	$406,148.00

Length of Project ---------- 0.388 mi.

Cost of Roadway Per Mile ---------- $1,052,623.71

RETAIN IN RESERVE

Permanent Signing

All Required	$ 2,000.00
Subtotal	$ 2,000.00
Engineering	270.00
Total	$ 2,270.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	County Funds
Roadway	177	$406,148.00	$345,225.00	$60,923.00
Reserve	177	2,270.00	1,929.00	341.00
Total		$408,418.00	$347,154.00	$61,264.00

Group 011: 100% Group 010: 0%
Contract No. 10,118
Prefix: C203-1922 (P.E.)
Prefix: C10118

Appn Code: 177

RLC:me

STATE COPY

TO BE COMPLETED BY FHWA		STATE
10-69	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	Oregon
		COUNTY Clackamas
		PROJECT NO. IX-9739(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Hubbard Road Extension

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-31-85	0.388
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$377,316.00	$ 320,718.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX By For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 7 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 2, 1985

FEDERAL AID PROJECT NO. IX-9739(2)

HUBBARD ROAD EXTENSION SECTION
COUNTY ROAD
CLACKAMAS COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (Sta. 35+01.28 to Sta. 55+50)

Mobilization	Lump Sum	All	Lump Sum	$ 24,500.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	700.00
Temporary Signs	Sq. Ft.	136	10.00	1,360.00
Temporary Barricades	Each	10	100.00	1,000.00
Flaggers	Hour	200	8.00	1,600.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	5,000.00
General Excavation	Cu. Yd.	26,115	3.60	94,014.00
Trench Excavation	Cu. Yd.	590	6.00	3,540.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	9,000.00
Watering	M-Gal.	200	10.00	2,000.00
1"-0 Aggregate Base	Ton	8,080	7.00	56,560.00
Class "B" or Class "C" Asphalt Concrete	Ton	1,900	28.00	53,200.00
12-inch Storm Sewer Pipe	Lin. Ft.	872	13.00	11,336.00
15-inch Storm Sewer Pipe	Lin. Ft.	307	15.00	4,605.00
18-inch Storm Sewer Pipe	Lin. Ft.	60	18.00	1,080.00
Bedding Material	Cu. Yd.	6	20.00	120.00
Concrete Manholes	Each	4	1,500.00	6,000.00
Concrete Inlets, Type D	Each	1	500.00	500.00
Concrete Inlets, Type G-1	Each	12	400.00	4,800.00
6-inch Drain Pipe	Lin. Ft.	100	3.00	300.00
Gravel in Drains	Cu. Yd.	11	20.00	220.00
Guard Rail, Type 2A	Lin. Ft.	1,038	10.00	10,380.00
Guard Rail Anchors, Type 1	Each	6	400.00	2,400.00
Rail End Pieces, Type C	Each	6	100.00	600.00
Concrete Driveways	Sq. Yd.	35	15.00	525.00
Concrete Curbs	Lin. Ft.	4,150	3.75	15,562.50
Geotextile Fabric in Drains	Sq. Yd.	90	2.00	180.00
Adjusting Manholes	Each	12	250.00	3,000.00
Reconstructing Manholes	Each	2	400.00	800.00
3-inch Electrical Conduit	Lin. Ft.	75	5.00	375.00
Seeding, Fertilizing and Mulching	Acre	2	1,000.00	2,000.00
				$317,257.50

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 1,600.00
Temporary Erosion Control	All Required	10,000.00
EEO/Labor Compliance Monitoring	(0.5%)	1,580.00
		$ 13,180.00
	SUBTOTAL	$330,437.50
	Engineering	44,608.50
	TOTAL	$375,046.00

Length of Project ---------- 0.388 mile

Cost of Roadway Per Mile --------- $966,613.40

RETAIN IN RESERVE

Permanent Signing	All Required	$ 2,000.00
	SUBTOTAL	$ 2,000.00
	Engineering	270.00
	TOTAL	$ 2,270.00

SUMMARY OF FUNDS (85%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	COUNTY FUNDS
Roadway	$375,046.00	$318,789.00	$56,257.00
Reserve	2,270.00	1,929.00	341.00
TOTAL	$377,316.00	$320,718.00	$56,598.00

Group 011: 100%; Group 010: 0%
Contract No. 10,118
Prefix: C203-1922 (P.E.)
Prefix: C10118

Appn Code: 177

CPL:DRH:pf

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Ted Spence
Region 1

ORIGINAL SIGNED BY
GARY A. POTTER

DATE: May 22, 1986

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System

As indicated, I have requested obligation of additional federal funds from FHWA on federal-aid project number IX-9739(2) Hubbard Road Extension in the amount shown:

Current Obligation	Present Estimate	Increase
$320,718	$347,154	$26,436

Please arrange for updating of MSD's records to show this change.

RLC:me
cc: Gary Zehner, w/attach.
Wayne Schulte, Region 1, w/attach.
General Files

10,118

May 12, 1988

CON 5 -
#9793
#9928
#10,118
#10,040

David J. Buono
Attorney at Law
200 S. W. Market Street, #1410
Portland, OR 97201

As requested, we are attaching the front page, signature page, and copy of performance bond for each of the following contracts. You will note that on Contract No. 10,118 there is a payment bond. Just last year, a payment bond was included in the contract. In previous years, the performance bond was the only bond included in the contract.

Contract No. 9793 with Nocon Corporation for work on SE 122nd-Rock Creek Section

Contract No. 9928 with Nocon Corporation for work on Park Place-Clackamas Community College Section

Contract No. 10,040 with Nocon Corporation for work on SE Sunnyside Road at SE 82nd Avenue

Contract No. 10,118 with Nocon Corporation for work on Hubbard Road Extension.

Robert W. Gormsen
COMMISSION SERVICES

Attachments

bc Marion Craft

fkn

STATE OF OREGON

INTEROFFICE MEMO

TO: BOB GORMSEN
Highway Commission Secretary

DATE: April 28, 1986

FROM: MARION CRAFT
Metro Region Construction Engineer

SUBJECT: OSHD CONTRACTS 9793, 9928, 10,040 AND 10,118

Attached is a letter from an attorney, David J. Buono, requesting several items of information for these projects.

Will you please provide the information he is requesting?

Contract No. 9793 is the 122nd Avenue-Rock Creek project on the Clackamas Highway.

Contract No. 9928 is the Park Place-Clackamas Community College project (the Oregon City Bypass).

Contract No. 10,040 is the SE Sunnyside Road @ SE 82nd Avenue project.

Contract No. 10,118 is the Hubbard Road Extension Section project.

MC/cy/2

Attachments

RECEIVED
APR 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LINDSTEDT & BUONO, P.C.
ATTORNEYS AT LAW

NORMAN L. LINDSTEDT
DAVID J. BUONO

R. LEE ROSBACK

SUITE 1410
200 MARKET BUILDING
200 S.W. MARKET
PORTLAND, OREGON 97201
TELEPHONE (503) 222-6881

April 21, 1986

Oregon State Highway Department
9002 S.E. McLoughlin
Milwaukie, OR 97222

Gentlemen:

Re: OSHD Contract Nos. 9793, 9928, 10118 and 10040

I represent Pacific Rock Products, Inc., a material supplier to Mocon Corporation in regard to the above-referenced Highway Division contracts. I am in the process of perfecting a claim for collection of balances due Pacific Rock Products, Inc. from Mocon Corporation on each contract. My client forwarded its Notice of Claim to the Secretary of State's office on March 12, 1986.

I would appreciate it if you would provide me with a copy of the front page and signature page of each of the above-referenced contracts, together with a copy of the payment bond supplied on each project. I believe that the bonding company for Mocon Corporation on each project was United Pacific, but I do not have bond numbers.

Thank you in advance for your cooperation.

Respectfully yours,

David J. Buono

DJB:fjb

cc: Pacific Rock Products, Inc.

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
JAN 9 '86
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Date: 2 January 1986

Memo to: Marion Craft, Construction Engineer

From: Jef Kaiser, Environmental Manager

Subject: Hubbard Road Extension, Environmental Follow-up

On 25 December 1985, I walked the above project. The construction is nearing completion with only the final pavement lift, some drainage work, and the final grooming and seeding of slopes left to be done.

My review raised some significant concerns in my mind about how well this partially constructed product has conformed with the EIS's conclusions and specifically indentified measures for mitigation. The items of concern are:

a) The filling of a large area of private land adjacent to the project with excess material (20,000 yards?). The effect of this fill was not considered in the EIS.
b) The small creek on the north side of the project is exposed to considerable sedimentation from bare earth slopes. Evidence of erosion is already apparent throughout the project. The contractor attempted to seed the slopes in October but no germination occurred and no temporary erosion control measures have been implemented.
c) Encountered springs were not dewatered or piped as specified in the EIS. They now contribute to the erosion and are causing slope stability problems. One spring that has been cut off may be a significant water source for the small creek to the north.
d) The depositing of a rock berm in a wetland area was also not covered by the EIS; however the berm may serve to enhance the remaining wetland.
e) It appeared unlikey that the newly created, steep cut-slopes would remain intact even with plantings - - possibly resulting in ongoing erosion and traffic hazard problems.
f) Although not in conflict with the EIS, the contractor's placement of very large rocks behind a constructed curb break seems incongruous. Also, these rocks are unsightly and may constitute a fixed-object hazard for users of this roadway.

After noting these problems, I arranged a meeting with Gary Kennen, Project Manager, and Joe Pesek and Jay Massey from the Oregon Department of Fish and Wildlife. The following points were made at this meeting:

a) ODFW felt that the habitat lost from the fill was not of high quality - - mostly an old filbert orchard.
b) ODFW was very concerned about the sediment hazard that the project poses for the creek. Gary has since had the contractor reshape some of the ground and place hay bales as temporary protection.
c) Gary indicated that between the springs and steepness of cut-slopes, he was doubtful whether these slopes would ever stabilize.

RECEIVED

My overall impression of this project is that it seems poorly designed for its intended use and the local conditions through which it passes. I also feel that there may be a need to improve the way we monitor the disposal of large amounts of excess material by contractors on federal aid jobs. Would you see any benefit in my office somehow being involved in the review of disposal sites not covered by the EIS or project plans?

cc Harwood
Gilmour (do you feel that we should be reviewing all major noncommercial disposal sites that are selected by the contractor?)
Christianson
Pesek, ODFW
Massey, ODFW

The Project Manager is responsible for ensuring that use of a nonconmercial disposal site is compatible with impacts and mitigation measures addressed in the environmental document. It is no longer acceptable to assume that "everything is OK" because the Contractor has to get the permits. This is particularly true if use of a disposal site impacts a wetland, creek, stream river or other body of water, and the impacts of this use have not been evaluated. The same holds true for sites that have not been surveyed for archeological deposits.

The Project Manager should be aware of the environmental mitigation requirements, and should be consulting with you when there are questions such as these.

Cam 1/8/86

CC E.S. Hunter
Ed Hardt
Duane Christensen

10,118

September 11, 1985

CON 5

#10,118

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 10,118 for work on the Hubbard Road Extension Section of FAU 9739 (Hubbard Road) in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Enclosure
elp

cc: United Pacific Insurance Company
P. O. Box 5669
Portland, OR 97228

United Pacific Insurance Company
Bond Department
33405 Eighth Avenue South C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Gary Kennen

MOCON CORPORATION

August 27, 1985

Mr. Robert Gormsen
Department of Transportation
Transportation Building
Salem, Oregon

Project: Hubbard Road Extension
FAU 9739 (Hubbard Road)
Clackamas County

Re: DBE/MBE/WBE Participation

Dear Mr. Gormsen:

We will utilize the following subcontractors in fulfilling the contract goals for this project. The goals are $38,059 (12%) for MBE and $6,343 (2%) for WBE participation.

MAKO CONSTRUCTION (DBE)
3802 N.E. Union Ave, Suite 205
Portland, Oregon 97212

22.	Guard Rail, Type 2A.....	$9,964.00
23.	Guard Rail Anchors, Type 1.....	1,920.00
24.	Guard Rail End Pieces, Type C...	420.00
		$12,304.00

YOUNG MOUNTAIN CONTRACTORS, INC. (DBE)
2700 19th St., S.E.
Salem, Oregon 97302

8.	Trench Excavation.....	$ 2,950.00
13.	12" Storm Sewer.....	11,336.00
14.	15" Storm Sewer.....	4,605.00
15.	18" Storm Sewer.....	1,080.00
16.	Bedding Material.....	120.00
17.	Concrete Manholes.....	5,400.00
20.	6" Drain Pipe.....	300.00
21.	Gravel Drains.....	220.00
27.	Geotextile Fabric in Drains.....	180.00
28.	Adjusting Manholes.....	3,000.00
29.	Reconstructing Manholes.....	800.00
		$29,991.00

P.O. BOX 3258 / SALEM, OREGON 97302 / TELEPHONE 503/399-1470

AICHELE LANDSCAPING (WBE)
11360 S.E. Stevens
Portland, Oregon 97266

31. Roadside Seeding & Mulcihing.....$1,600.00

$1,600.00

WALTS CONCRETE CO. (WBE)
945 North 28th St.
Springfield, Oregon 97477

18. Concrete Inlets, Type D.....$ 500.00
19. Concrete Inlets, Type G-1..... 4,800.00

$5,300.00

Please call if there are any questions. Thank you.

Sincerely,

MOCON CORPORATION

Wade H. Wakayama

Wade H. Wakayama

RECEIVED
AUG 27 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

10,118

August 28, 1985

PRO

Winston Kurth
Executive Director
Department of Transportation
& Development
Clackamas County
902 Abernethy Road
Oregon City, OR 97045-1189

SUBJECT: S.E. Hubbard Rd. Extension
IX-9739(2)

Dear Winston:

On August 22, 1985 the Highway Division received a satisfactory bid from MOLON Corporation, P.O. Box 3258, Salem, OR 97302 for the subject project.

The Local Agency Agreement No. 8033 requires the County to make an advance deposit at this time. The County share is computed as follows:

Contractor's Bid		$317,257.50
Anticipated Additional Items:		
Permanent Signing	$ 2,000.00	
Permanent Striping	1,800.00	
Temp. Erosion Control	10,000.00	
EEO. Monitoring	1,380.00	15,180.00
SUBTOTAL		$332,437.50
Contingencies (4 1/2%)		14,955.68
Engineering (9%)		29,918.37
TOTAL CONST. COST		$377,316.55
Preliminary Engineering by State		13,000.00
TOTAL FOR COMPUTING COUNTY SHARE		$390,316.55
COUNTY SHARE: 15% of $390,316.55		$ 58,547.48
	ROUNDED	300 $ 58,600.00

LGIP
58,300
9-3-85
9-5-85
Need Pwr/Atty
G

We will award 300 the contract when we receive your advance deposit in the amount of ~~$52,600~~, which should arrive no later than September 13, 1985. You may use one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

GEZ:pf
Attachment

bcc w/AD #85-96: Wayne Schulte, Metro Region
V. E. Skoog-Please return completed AD #85-96 when deposit is received.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9739(2)
2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40129

2A. COUNTY NAME: Clackamas

8-6-85

6. TO:

Mr. E. S. Hunter
Acting State Highway Engineer
State of Oregon
Salem, Oregon 97310

RECEIVED
STAT. HWY ENGR
AUG - 8 '85
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. w/ cert 8/8

7. DATE AUTHORIZATION EFFECTIVE: July 31, 1985

8. FEDERAL ROUTE NUMBER: FAU 9739

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Hubbard Road Extension

11. GENERAL DESCRIPTION OF WORK

Grade, drain and pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)*

Anticipated items as shown in your "PS&E" Estimate dated 7-24-85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 7-29-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $375,949 Federal Funds $319,556.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing striping, to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/6/85	G. K. Hoosier	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Hubbard Road Extension		COUNTY Clackamas	NO. 3	REGION Metro	
HIGHWAY Hubbard Road	NO.	AUTHORIZATION NO. 3	PROJECT EA C203-1922	DATE 7-1-85	

SURVEY AUTHORITY

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
900 PROJECT ENGINEERING FIELD OFFICE	1000		2,000
901 PROJECT ENGINEERING, OTHER OFFICES	N/A		55,000
	N/A		
902 CITIZEN'S INVOLVEMENT	N/A		
903 FINAL DESIGN BRIDGE AND FOUNDATION	74(00)		1,000
	7420		
904 PRELIMINARY DESIGN	7110		150
905 FINAL DESIGN	73(00)		2,625
906 RELOCATE	73(__)		
907 F.T.P.D.T. DESIGN	73(31)		875
908 FIELD TESTING	1094		500
909 DESCRIPTION	7511		
910 RIGHT-OF-WAY MAPS	7111		
911 SIGN AND SIGNAL DESIGN	76(00)		1,000
	76(__)		
	1052		2,000
912 RAILROAD MAPS	73(__)		
913 RIGHT-OF-WAY LIAISON			

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
914 UTILITY LIAISON	7783		100
	1096		200
915 LANDSCAPE DESIGN	7114		
916 PHOTOGRAMMETRIC SERVICES	7142		
917 INVENTORY NEEDS			
920 PROJECT PROGRAMMING	06(00)		200
921 SPECIFICATIONS AND ESTIMATES	7200		3,000
923 ENVIRONMENTAL STUDIES	75(00)		8,000
	75(__)		
	1091		2,000
925 AIR MONITORING	7510		
927 FREE BRIDGE DESIGN	74(__)		
	74(__)		
929 FREE BRIDGE SPECIFICATIONS	7200		
933 BASE DESIGN	7141		500
934 GEOTECHNICAL INVESTIGATION	7120		200
937 HYDRAULIC STUDIES	7143		500
949 SYSTEMS STUDIES	N/A		
960 PREPARE PROJECT FOR PROCESS	7144		
961 PREPARE HEARING STUDY DATA	7113		
962 RECONNAISSANCE SURVEYS	71(__)		
963 REVISION FIELD SURVEYS	7113		810

RECEIVED
JUL 24 1985
ROAD DESIGN SECTION

RDE ____ FDE ____ LE ____ SE ____ 1 FTO ____ 2 PDE ____ LPE ____ GTE ____

BPO ____ HDE ____ OA ____ Copy All ____ Return To ____ H/U ____/____/____

7320-1410 (1-80)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY (cont.)

KEY NO.

SECTION: Hubbard Road Extension

REGION: Metro

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
964 PERMITS	7000		190				
980 CONDUCT PUBLIC HEARING	N/A						
020 TRAINING	N/A						
050 AUDIT SERVICES	0500		500				

RIGHT-OF-WAY 6A	P.E. FUNDING: Federal	TOTALS	$ 81,350
		PREVIOUS AUTHORIZATION	$ 67,850
FEDERAL AID PROJECT NUMBER: IX-9739(1)		ADD. AUTH. REQUIRED	$ 13,500

LOCATION ENGINEER'S REMARKS

This authorization thru PS & E preparation

PREPARED BY: Paul D. Singer	DATE: 7-1-85	APPROVED, ASST. HIGHWAY ENGINEER: X Donald D. Christensen	DATE: 7/11/85
RECOMMENDED, REGION ENGINEER: X	DATE	SEC. OF STATE HIGHWAY ENGINEER, APPROVAL DATE	
RECOMMENDED, LOCATION ENGINEER: X Eob Pool	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE: 6-4-85	

10,118

6-24-85

Section Hubbard Road Extension Programming Estimate $ _____

Highway FAU 9739 (Hubbard Road) Project Length 0.39 mile

County Clackamas Completion Time 7-31-86

Kind of Work Grading & Paving Est. Comp. Date ——

Prefix 203-1922 Letting Date July 25, 1985 Project No. IX-9739(2)

Revised 2:55
6-14-85 EL

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 315,567.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
x Permanent Signing	2,000.00	
x Permanent Pavement Striping	1,600.00	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
x Temporary Erosion Control	10,000.00	
State Furnished _____		
Roadside Seeding & Mulching		$ 13,600.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
_____		
_____		
_____		
_____		
_____		
Adjust Utilities:		
_____		
_____		

Subtotal $ 329,167.00

Contingencies (4-1/2%) 14,812.52

Engineering (8, (9) 10%) 29,625.03

Subtotal $ _____

Credit for _____ . . . . . _____

Estimated Net Authorization, Construction . . . . . $ 373,604.55

APPROVED cc: WAYNE SCHULTE

Rec'd. 6-24-85
EL

_____
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	COUNTY	SHEET OF
Hubbard Road Extension Sec.	Clackamas	1

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Grading & Paving		0.39 mile	6-7-85	McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT: 6/13/85 MLM					
	THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 7/25/85					
	Mobilization		Lump Sum	All	Lump Sum	17,500 00
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	2,000 00
	Temporary Signs		Sq. Ft.	136	8-	1,088 00
	Temporary Barricades		Each	10	70-	700 00
	Flaggers		Hour	200	15-	3,000 00
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	Lump Sum	3,300 00
	General Excavation		Cu. Yd.	25,300	3 50	88,550 00
	Trench Excavation		Cu. Yd.	590	10-	5,900 00
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	3,900 00
	Watering		M-Gal.	200	15-	3,000 00
	1"-0 Aggregate Base		Ton	5,950	8-	47,600 00
	Class B or Class C Asphalt Concrete		Ton	1,900	32-	60,800 00
	12-inch Storm Sewer Pipe		Lin. Ft.	872	20-	17,440 00
	15-inch Storm Sewer Pipe		Lin. Ft.	307	22-	6,754 00
	18-inch Storm Sewer Pipe		Lin. Ft.	60	24-	1,440 00
	Bedding Material		Cu. Yd.	6	20-	120 00

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	COUNTY	SHEET OF
Hubbard Road Extension Sec.	Clackamas	2

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Grading & Paving		0.39 mile	6-7-85	McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Concrete Manholes		Each	4	1,400-	5,600 00
	Concrete Inlets, Type D		Each	1	450-	450 00
	Concrete Inlets, Type G-1		Each	12	350-	4,200 00
	6-inch Drain Pipe		Lin. Ft.	100	10-	1,000 00
	Gravel in Drains		Cu. Yd.	11	25-	275 00
	Guard Rail, Type 2A		Lin. Ft.	875	12-	10,500 00
	Guard Rail Anchors, Type 1		Each	8	300-	2,400 00
	Rail End Pieces, Type C		Each	8	85-	680 00
	Concrete Driveways		Sq. Yd.	35	24-	840 00
	Concrete Curbs		Lin. Ft.	4,150	4 50	18,675 00
	Geotextile Fabric in Drains		Sq. Yd.	90	2-	180 00
	Adjusting Manholes		Each	12	250-	3,000 00
	Reconstructing Manholes		Each	2	1,000-	2,000 00
	3-inch Electrical Conduit		Lin. Ft.	75	9-	675 00
	Seeding, Fertilizing and Mulching		Acre	2	1,000-	2,000 00
						† 315,567 00

10,118

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: June 19, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40129
Project No. IX-9739(2)
Hubbard Road Extension Sec.
County Road
Clackamas County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 25, 1985.

Clearinghouse reviews were previously submitted.

DRH:bkb
Attachments
cc: E.L. Hardt, Metro
Wayne Schulte, Metro
Gary Zehner, w/attach.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

June 19, 1985

U.S. DEPART
BUREAU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
2	(18) (20)	21 Co. Rd., Hubbard Rd. 68	ADT	N/A	---- (69) (70)	---- (71) (72)	10	Oregon	41 (2)

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FA ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO
3	Gr., Dr. & H-T Pave 38 42	(58) (60)	(69) (68)	(69)	(70)	(73)	(72) (73)	(74) (78)	IX- 14 28	9739	(2) 7

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
	Interstate Transfer	Clackamas	005 (114) (116)

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
17-31 Portland	U	9739 UC (32)	Co. Rd. (86) (87)	---- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	(16)	41	42	43 46	55		(54) (59)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) 1000	(01)	Hubbard Road Extension Sec.	0.388	400,000	340,000	----	60,000
							PROJECT TOTALS	0.388	400,000	340,000	----	60,000

CARD 1	CODE 1	PREPARED BY	DRH
1	14	PROGRAM APPROVAL DATES	10-1-84

(19) (23) (24) (33)

REMARKS

Additional Data: Item No. 40129; Proje
No. IX-9739(1).

Key #02140

-0

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

June 19, 1985

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Hubbard Rd.	ADT	N/A	----	----	10	Oregon	41	177	40129

PROPOSED WORK (35 typewriter)	NATL. FOREST	FA ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	L Projects Only POST MI.	DESIG.
& H-T Pave								IX-	9739	(2)		

FUNDS: Interstate Transfer

AREA: Portland

COUNTY NAME: Clackamas — CODE: 005

ROUTE NO.: U — FEDERAL-AID: 9739 UC — STATE: Co. Rd. — U.R.: ----

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) 1000	(01)	Hubbard Road Extension Sec.	0.388	400,000	340,000	----	60,000	
		PROJECT TOTALS	0.388	400,000	340,000	----	60,000	

RED BY: DRH

AM APPROVAL DATES: 10-1-84

REMARKS: Additional Data: Item No. 40129; Project No. IX-9739(1).

-over

Key #02140

USCOMM DUSCOMM-DC 48805-P61

Hubbard Road Extension Section

Remarks Continued:

Project Data: work under this project consists of: 1) grade, drain and H-T pave on new alignment to provide a 36 ft. curbed two lane roadway; 2) utility adjustments as required; and 3) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 8033 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 2-8-84.

Note: 1) This project is in Congressional District No. 3.
2) Included in MSD FY '85 AE/TIP on Page 76, Item No. 162, also included in FY '85 Status Report.

June 14, 1985

Clackamas County Public Works Dept.
902 Abernathy Road
Oregon City, OR 97045

AGR 4-2

MISC. CONTRACTS and
AGREEMENTS No._____

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a supplemental agreement concerning the responsibility for construction management on Hubbard Road, FAU 9739.

We are retaining a fully executed copy of this supplemental agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjn
Attachment
bc: Gary Potter (agree. att.)

jc

Con 21-8
Clack Co
Sec.

U. S. DEPARTMENT OF TRANSP ATION
FEDERAL HIGHWAY ADMIN RATION

1. FEDERAL-AID PROJECT NO.
IX-9739(1)

2. STATE PROJECT NO.
See Below

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40129

2A. COUNTY NAME
Clackamas

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
June 4, 1985	FAU 9739	County Road

10. GENERAL LOCATION
Hubbard Road Extension

11. GENERAL DESCRIPTION OF WORK
PS&E Preparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [X] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including utility
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

Preparatory work
TEC $13,500 - Federal Funds $11,475.

13. REMARKS
As requested in Mr. Potter's letter of 3-28-85. Record of Decision issued 6-4-85.

RECEIVED
STATE HWY ENGR
JUN 24 '85
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Agt | File

Orig to Trant
6-24-85
RW

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/12/85	H Christianson	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

10,11P

1 on 2 - 8
1 Cert
3p

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9739(1)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40129

2A. COUNTY NAME: Clackamas

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: June 4, 1985

8. FEDERAL ROUTE NUMBER: FAU 9739

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Hubbard Road Extension

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Potter's letter of 5-31-85 the program change adding Appropriation code 177 is approved.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/12/85	H. Christianson	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U.S. Department of Transportation
Federal Highway Administration

Memorandum

Room 312 Mohawk Building
708 S. W. Third Avenue
Portland, Oregon 97204

Subject: Record of Decision
S. E. Hubbard Road Extension
S. E. Hubbard to Highway 212
Clackamas County Oregon
Oregon Project IX-9739(1)

Date: JUN 4 1985

From: M. Eldon Green
Regional Administrator

Reply to Attn. of: HPP-010.3

To: Mr. Dale Wilken
Division Administrator
HES-OR Salem, Oregon

The subject Record of Decision was approved today. This document does not have to be circulated, but has to be made available to the public upon request.

E. J. Valach, Director
Office of Planning and
Program Development

Attachment

RECEIVED
ENVIRONMENTAL SECTION
JUN 6 1985

Referred to Manager
Proj. Coord. Res. Coord.
Eng. Coord. Adm. Asst.
Sec. File

pks. cy Jef Kaiser

RECEIVED
JUN 5

RECORD OF DECISION

S.E. Hubbard Road Extension
S.E. Hubbard Road to Highway 212
Clackamas County, Oregon
Oregon Project IX-9739(1)

DECISION

The Federal Highway Administration concurs in the proposed construction of a new road, approximately 2,000 feet in length, from the existing end of S.E. Hubbard Road to Highway 212. The project will improve north-south connectivity between two east-west major arterials, Highway 212 and Sunnyside Road. Access will also be improved for existing and future developments in the project area which is within Clackamas County's Urban Growth Boundary.

ALTERNATIVES CONSIDERED

Two alternatives, the Build Alternative and the No-Build Alternative, were considered. The Build Alternative is part of an overall improvement approximately one mile in length, of 122nd Avenue and Hubbard Road to Highway 212. A Local Improvement District (LID) has been formed in this area; funds from the LID are designated for improvements on 3,200 feet of existing roadway. The right-of-way for the proposed new section of road was acquired with LID funds. Federal funds will be used for engineering and construction of the new road, an improvement 36 feet wide curb-to-curb, with a twelve-foot travel lane and a six-foot bike lane in each direction. The No-Build Alternative would not provide access from the developing Hubbard Road area to Highway 212; vehicles wishing to access the highway would continue to do so over circuitous routes, often on substandard roads.

The Build Alternative was selected and advanced in the Final Environmental Impact Statement (EIS). Several significant factors were weighed in arriving at this decision: transportation safety and circulation, air quality, community services, and consistency with comprehensive land use and transportation plans. There were not significant differences between the Build and No-Build Alternatives for the other impact areas examined, because development is anticipated to occur in this area with or without the new road.

The No-Build Alternative does not meet the established goals of the project listed on page six of the Final EIS. Without this connection to Highway 212, traffic volumes remain higher on Highway 212 and Sunnyside Road, and the resulting air quality, discussed on pages 42-44 of the Final EIS, becomes slightly worse than under the Build Alternative. Under the No-Build Alternative, the project area is anticipated to develop almost as much as under the Build. However, because suitable access is not available to the south onto Highway 212, most traffic enters or leaves the area by the 122nd Avenue/Sunnyside Road intersection. This intersection fails under the forecasted No-Build traffic volumes. Autos and emergency service vehicles wishing to reach the project area from Highway 212 are faced with out-of-direction travel. These autos also remain for a longer distance on Highway 212, conflicting with truck traffic on this major truck route through an industrial district.

The Build Alternative is consistent with the transportation element of the comprehensive plan by connecting, from the north side of Highway 212, with 135th Avenue, a collector street on the south side of Highway 212. The Build Alternative also provides a vital link with future roads proposed in the comprehensive plan. The proposed improvement will accommodate the forecasted traffic volumes with good levels of service achieved at the intersections. The new road is also consistent with land use and development plans; it will serve the urbanizing Hubbard Road area which is designated by the comprehensive plan for residential and campus industrial uses.

No public opposition was expressed against the Build Alternative at the Public Hearing. Residents' concerns about truck traffic infiltrating the residential area are addressed below under "Measures to Minimize Harm."

MEASURES TO MINIMIZE HARM

The Build Alternative is consistent with the comprehensive plan and is in keeping with community desires expressed through citizen advisory activities, public meetings, and the Public Hearing. Construction disturbances, such as noise, dust, and water quality impacts, will be minimized as much as practicable. Existing trees are to be retained where possible, and additional landscaping to protect the hillside is to be provided. If archaeological materials are discovered during construction, appropriate measures to ensure their identification, evaluation, and disposition will be followed. After road construction, a weight limit for vehicles using 122nd Avenue will be posted to deter truck traffic in the residential areas. These measures are identified on page A5, Attachment 1, of the Final EIS.

All practicable measures to minimize environmental harm have been incorporated into the decision to select the Build Alternative.

MONITORING OR ENFORCEMENT PROGRAM

Specific enforcement steps are planned for abating construction noise (see page A5, Attachment 1, of the Final EIS). These provisions will be written into project specifications. More general monitoring to maintain water quality, reduce erosion, minimize dust, and maintain the best possible traffic mobility during construction will be conducted by the Resident Engineer and the Regional Office of the Oregon State Highway Division in Portland, Oregon.

REFERENCE

For further information, please refer to the Final Environmental Impact Statement, FHWA-OR-EIS-85-04-F which was approved March 29, 1985.

June 4, 1985
Approval Date

Irvin C. Lloyd
Environmental Programs Manager
Federal Highway Administration
Region 10

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: May 31, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40129
Project No. IX-9739(1)
Hubbard Road Section
County Road
Clackamas County

I request your approval of a program change to joint finance the subject project utilizing Appn Code 177 funds available for use on March 13, 1985, and will require the following revision:

1) Appn Code: Add 177.

Revisions in financing are as indicated on the attached modified agreement.

DDB:bkb
Attachment
cc: R. Oaks
Karen Bunk (Metro)
J. Peterson
General Files

Form 734-3122

10,118

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

5-16-85

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX-9739(1) Prefix: 203-1922
Project Name Hubbard Road Extension

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon, this 16th day of May, 1985

County of Clackamas
BOARD OF COUNTY COMMISSIONERS

Dale Harlan, County Judge/Chairman

Robert Schumacher, Commissioner

Ed Lindquist, Commissioner

Certified By:

Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 7-9-85

7-15-85

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

RQ/05

1 of 1B 4-25-85 CON-21-8 Clack.

OREGON PROJECT REVIEW ACKNOWLEDGMENT

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

RECEIVED
STATE HWY ENGR.
MAY 1 '85
REFER TO
FOR
Info | Initial | R/D | D/R | Sign | Act | File

Applicant: ODOT
Project Title: SE Hubbard Rd. Extension
Date Received: 4/25/85 (Start of 30-day review period)
PNRS #: OR850425-064-4 BE SURE TO PLACE THIS NUMBER ON YOUR APPLICATION BEFORE SUBMITTING TO FEDERAL AGENCY.

Your project notice has been assigned the file title and number that appear above. Please use it in correspondence and,if applicable, enter it in Block 3A on the 424 form for the project. Your project notice must also be submitted for review to any affected areawide clearinghouse.

[ ] FEDERAL GRANT [ ] HUD HOUSING [ ] DIRECT FEDERAL DEVELOPMENT
[ ] ENVIRONMENTAL ASSESSMENT [ ] DRAFT EIS [X] FINAL EIS
[ ] STATE PLAN/AMENDMENT

NOTE: Your project was circulated to state agencies checked below.

ECONOMIC DEV. & CONSUMER SVCS
[ ] Agriculture
[ ] Soil and Water
[ ] Economic Development
[ ] Fire Marshal
[ ] Housing
[ ] Labor
[ ] Real Estate

EDUCATION
[ ] Education
[ ] Educ. Coord. Comm.
[ ] Higher Education

EXECUTIVE
[ ] Budget

TRANSPORTATION
[ ] Aeronautics
[ ] Director
[ ] Highway Division
[ ] Historic Preservation
[ ] Parks Division
[ ] Public Transit

NATURAL RESOURCES
[ ] Governor's Office
[X] DEQ
[ ] Energy
[ ] Fish and Wildlife
[ ] Forestry
[ ] Geology
[ ] Lands
[X] LCDC
[ ] Water Resources

HUMAN RESOURCES
[ ] Adult & Family Services
[ ] Children's Services
[ ] Community Services
[ ] Corrections
[ ] Employment
[ ] Health
[ ] Mental Health
[ ] Senior Services
[ ] Vocational Rehabilitation

MISCELLANEOUS
[ ] Dev. Disabilities Council
[ ] Extension Service
[ ] Other

H.S. COULTER NOTED

State Clearinghouse use only:
State Agency Due Date:_____
Federal Agency:_____
County:_____

ENVIRONMENTAL SECTION
April 30, 1985

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
G. A. Potter
Don Trout
D. O. Christensen
W. J. Hart
L. E. George
Bob Pool
E. L. Hardt
Jef Kaiser

RECEIVED
APR 29 1985
Environmental Section

- 10,118

Con 21-8
Clackamas
Co

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

ENV 3

APR 25 1985

TO WHOM IT MAY CONCERN:

This Final Environmental Impact Statement for the Hubbard Road Extension in Clackamas County, Oregon, is being distributed on behalf of the Federal Highway Administration in accordance with 23 CFR 771.

If you wish to comment further on the project or its impact, please address your comments to the Federal Highway Administration, The Equitable Center, Suite 100, 530 Center Street N.E., Salem, Oregon 97301. This office would appreciate a copy of the comments. Comments should be sent within 30 days of receipt of this document.

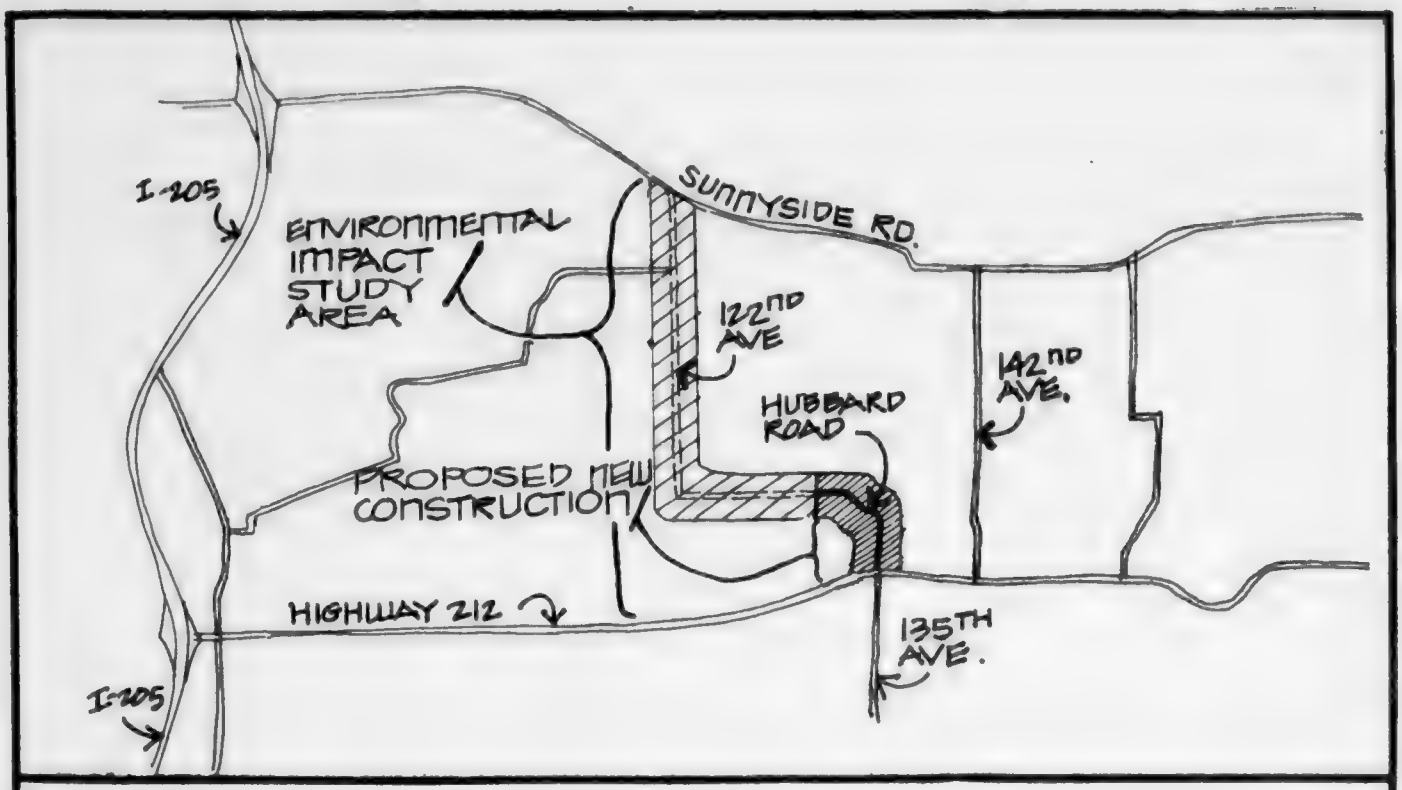
Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section
Oregon State Highway Division
324 Capitol Street N.E.
Salem, OR 97310

CMG:lm

Form 734-3122



FINAL ENVIRONMENTAL IMPACT STATEMENT

S.E. HUBBARD ROAD EXTENSION

Prepared For:
Federal Highway Administration
Oregon Department of Transportation

Prepared By:
Clackamas County
Department of Environmental Services
Project Development Division
902 Abernethy Road
Oregon City, Oregon 97045

ACKNOWLEDGEMENTS

BOARD OF COUNTY COMMISSIONERS

Robert Schumacher, Chairman
Ralph Groener, Commissioner
Dale Harlan, Commissioner

TECHNICAL ADVISORY COMMITTEE

Member	Representing
Mike Bye	Happy Valley
Andy Cotugno	MSD
Jef Kaiser	ODOT
Cliff Christensen	FHWA
Bernie Straight	Clackamas County

CITIZEN ADVISORY COMMITTEE

Joe Van Haverbeke
Fred Hartnell
Eugene Leist
Tom Ray
Mike Schmauch
Leann Schneider
Dave Church

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Gary Spanovich, Project Manager
Shari Gilevich, Planner, Clackamas County
Gary Cook, Planner, Clackamas County
Dave Poese, Planner, Clackamas County
Bernie Straight, Traffic Engineer, Clackamas County
Jim Spillman, Graphics, Clackamas County
Ken Dauble, Principal Planner, Clackamas County
Jane Altier, Cultural Resource Planner, Clackamas Co.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

IX-9739(1)

FHWA-OR-EIS-84-04-F

S.E. HUBBARD ROAD EXTENSION
122nd AVENUE TO HIGHWAY 212
CLACKAMAS COUNTY, OREGON

FINAL ENVIRONMENTAL IMPACT STATEMENT

Submitted pursuant to 42 U.S.C. 4332(2)(c)

U.S. Department of Transportation
Federal Highway Administration
and
Oregon Department of Transportation

March 29, 1985
Approval Date

Federal Highway Administration Official

3-1-85
Approval Date

E. S. Hunter, Assistant State Highway Engineer

The following persons may be contacted for further information:

Dale E. Wilken
Division Administrator
Federal Highway Administration
530 Center Street N.E.
Salem, OR 97301
(503) 399-5749

Campbell M. Gilmour
Manager, Environmental Section
Oregon State Highway Division
324 Capitol Street N.E.
Salem, OR 97310
(503) 378-8486

Abstract: The Build Alternative would improve road system connectivity between two major east-west arterials, Highway 212 and Sunnyside Road, by constructing a new two-lane road north from Highway 212 and west to the existing end of Hubbard Road. The existing road turns north into 122nd Avenue which then intersects with Sunnyside Road. The proposed project, approximately 2000 feet in length, contains a twelve-foot travel lane and a six-foot bike lane in each direction. The right-of-way, covering approximately four acres, has been purchased through funds from a Local Improvement District and is in county ownership. No relocation or displacement of any structures would be required. The proposed project would be consistent with county land use plans, and air quality and noise standards.

S.E. HUBBARD ROAD EXTENSION

122nd AVENUE TO HIGHWAY 212

CLACKAMAS COUNTY

FINAL

ENVIRONMENTAL IMPACT STATEMENT

U.S. DEPARTMENT OF TRANSPORTATION

Prepared for
Federal Highway Administration
and
Oregon Department of Transportation

by

Clackamas County Policy & Project Development Division
902 Abernethy Road
Oregon City, Oregon 97045

Phone: 655-8521

Tom VanderZanden, Director

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FINAL ENVIRONMENTAL IMPACT STATEMENT

INTRODUCTION

As allowed by Paragraph 1503.4 of the Council on Environmental Quality regulations, the Final EIS for the S.E. Hubbard Road Extension Project consists of the following:

A. the Draft EIS;
B. errata sheets (Attachment 2) updating or correcting the Draft EIS; and
C. this attachment which identifies the Alternative selected, describes the results of the public hearing and review process, and lists those mitigation measures which were selected for implementation.

Items B and C are being distributed to all recipients of the Draft EIS.

DESCRIPTION OF SELECTED ALTERNATIVE

The Build Alternative has been selected for construction. This project will improve north-south road system connectivity between two east-west arterials, Sunnyside Road and Highway 212. It will also improve access for existing residents and future developments along Hubbard Road, an area within the County's Urban Growth Boundary (UGB) and, thus, planned for development. The selected road is consistent with Clackamas County's Transportation Plan and supports the County Comprehensive Plan goal to provide facilities which allow an orderly and efficient transition to urban land use.

The No Build Alternative was not selected because it does not meet the project goals, discussed on page 6 of the Draft EIS, nor is it consistent with the County's Comprehensive Plan.

There have been no changes in the selected alternative as described in the Draft EIS.

DESCRIPTION OF PUBLIC HEARING PROCESS

A public hearing to receive written and oral testimony on the extension of S.E. Hubbard Road was held on Wednesday, November 14, 1984, 7:00 p.m., at Clackamas County Department of Environmental Services, 902 Abernethy Road, Oregon City, Oregon. Individual notices were mailed on October 12, 1984 to property owners with land adjacent to 122nd Avenue south of Sunnyside Road, Hubbard Road, or the proposed extension of Hubbard Road. Also, notices were sent to the Oregon Department of Transportation, and the Regional, County, City, and other agencies listed on pages 50 - 51 of the Draft EIS. Public notice was published in the Oregonian on October 10, 1984 and a press release was sent to the Clackamas County Review.

County staff presented a summary of the Draft EIS at the public hearing, discussing existing conditions, necessary improvements, estimated costs, and environmental impacts of the Build and No Build Alternatives. Wall maps displayed the proposed road alignment and forecasted traffic volumes under both alternatives.

Oral testimony from the public was then taken. Three persons, all supporting the Build Alternative, gave testimony. Their comments and the staff responses are discussed in the following section, "Response to Public and Agency Comments". No changes in the recommendations of the Draft EIS resulted from the public hearing.

RESPONSE TO PUBLIC AND AGENCY COMMENTS

Response to Comments Received at the Public Hearing

Three persons testified at the November 14, 1984 public hearing. All three persons indicated they were in favor of the project.

1. Comment - Joe Van Haverbeke (Chairman of the Citizens Committee) - Mr. Hartnell and I are here from the Citizens Committee to answer any questions and to indicate that this is a very beneficial project for us.

2. Comment - Toni Hartung (Representing Sunnyside United Neighbors) - We are not opposed to the project but we have the following concerns:

   . Traffic on 122nd Avenue should be limited to passenger cars and the County should post weight limit signs at Sunnyside Road and signs indicating no through truck traffic at Sunnyside and Hwy. 212.

   . Also, that the same signs be posted on 132nd when it connects to Hubbard from Sunnyside because of potential traffic impacts on the school.

   . We would like to see all of 122nd Avenue improved and the improvement to be funded by either federal funds or by the industrial users who will impact 122nd the most. Perhaps a separate fund can be set up.

Response - 122nd Avenue will be signed to discourage all truck through movement. When 132nd is connected to Hubbard the same consideration will be given to that road regarding signing.

Consideration will be given to some type of development fee so that funds could offset improvement costs on 122nd. However, local property owners are encouraged to petition for a Local Improvement District so that a number of funding sources would be available. Development of the area will take place over the next twenty years.

3. Comment - John Gibbler - Sunnyside Road is an extremely busy east/west road. Once you are on Sunnyside you cannot leave because there are no cross streets. The Hubbard Road project will help, but the County needs to go further with the type of urban development which is being discussed in the area. Sunnyside Road, 142nd and other cross streets need improvement. Generally more roads need to be built to serve as alternatives to Sunnyside and Highway 212.

Response - Sunnyside Road, both east and west of 122nd Avenue, is in need of substantial improvement. West of 122nd an improvement project is funded. However, east of 122nd no funds are available. Sunnyside is a rural, substandard

two lane road which must accommodate traffic generated by one of the County's fastest urbanizing areas. A study of the Clackamas Town Center area will begin in January and will explore in detail improvements along Sunnyside.

Response to Written Comments

Written comments could be submitted through November 26, 1984. No written comments from the public were received.

Response to Comments Received on the Draft Environmental Impact Statement

Environmental Protection Agency (EPA)

The EPA representative requested that the Final EIS describe the extent of secondary impacts due specifically to the project. These impacts should consider population, land use changes and whether there would be any related nonpoint source water quality impacts. A copy of the letter is included at the end of Attachment 1.

Not constructing the extension may slow development, although approvals for developments are not contingent upon construction of the extension. Because other facilities, such as storm drainage and sewer, will be provided to the area whether or not the extension is built, the analysis assumed that 50% of the vacant land would be developed under the No Build Alternative. This would mean an additional 650 single family residences and 1,040 jobs in the study area.

The Hubbard Extension will allow the orderly and timely development of an urban area of Clackamas County. The analysis in the Draft EIS assumed that 60% of the vacant land would be developed under the Build Alternative within the next 20 years. This would mean an additional 780 single family residences and 1,245 jobs in the study area.

This increased development will have secondary impacts, including increased demand for infrastructure, public services and utilities. Because the study area is within the Urban Growth Boundary (UGB), it is planned for growth. Storm drainage and sanitary sewers are currently being extended to the study area; these improvements are sized to accommodate future growth in the area. Comments from the fire districts which serve the Hubbard Road area indicate that access from Highway 212 will greatly improve emergency response time.

Development of the area will also mean a loss of pasture land and wildlife habitat, and an increase in surface water runoff. The increased traffic generated by the development will have noise and air quality impacts, although analyses showed that no violation of noise or air quality standards would occur.

Land within the right-of-way will no longer be on the County tax rolls. Thus, a slight increase in the tax rate is anticipated on other properties to compensate for this reduction in taxable land.

There will be nonpoint source water quality impacts from runoff from impermeable surfaces, such as rooftops and streets. Storm drains and catch basins are to be developed as part of the road project to handle runoff from the road. Clackamas County is currently installing a storm drainage system to serve the study area as it develops. Runoff from existing and future single family residences is

allowed to enter the storm drainage system by running directly into the storm drains. All future intensive developments, including multi-family, commercial and industrial uses, are required by Clackamas County to develop an on-site retention facility for storm drainage. The on-site facility provides for the removal of much of the debris that would otherwise enter the storm drains. Runoff from the on-site facilities is regulated to enter the storm drains at a rate that will not flood the system. As part of the development plan, storm water will be treated for pollutants as required by the Comprehensive Plan of Clackamas County. Although introduction of storm drainage will have some impact on water quality, no violation of water quality standards is indicated.

The storm drain system will connect into the Sieben interceptor on Highway 212 and then discharge into the Clackamas River.

Department of the Interior

There were four comments from the Department of the Interior. The first comment regarded the statement that "salvage excavation" would be done in the event that road construction impacted archaeological materials. The second comment questioned the criteria used to assess the significance of the site deposits. Comment 3 related to a statement in the Draft EIS that only lands undisturbed by extensive urbanization have the potential for significant sites. Comment 4 was from U.S. Fish and Wildlife. A copy of the letter is included at the end of Attachment 1.

Further discussions with the Department of the Interior clarified the issues subsequent to the December 6 letter. Comments 1 and 2 related only to the Background Report on Cultural Resources, whereas comment 3 related to the Draft EIS.

Comment 1 - As a point of clarification "salvage excavation" refers only to the discovery of artifacts during construction.

Comment 2 - An archaeological reconnaissance survey and testing of recovered materials were completed by an archaeologist. Because of the quality and the low density of the material, the archaeologist concluded that the area was insignificant for the project impact zone. After review of the archaeologist's testing methods, the State Historic Preservation Office concurred with the archaeologist's findings and conclusion. (See letter in Appendix A, Draft EIS.)

Comment 3 - The statement in the Draft EIS is not appropriate and has been dropped from the Final EIS (p. 47).

Comment 4 - Through discussion with the U.S. Army Corps of Engineers, Regulations Division, it was concluded that the small wetland noted within the project right-of-way was not a water of the United States, and, therefore, a permit from the U.S. Army Corps of Engineers would not be required to fill it. Because the U.S. Army Corps of Engineers would not be requiring a permit, the U.S. Fish and Wildlife determined that it would not be considering a separate evaluation of the site.

National Oceanic and Atmospheric Administration (NOAA)

The National Ocean Service (NOS) of NOAA stated that, if a geodetic control survey monument is located in the project area, NOS must be notified if any project activity will disturb or destroy that monument. Further, the cost for relocating a monument should be included in funding for the project. A copy of this letter is included at the end of Attachment 1.

Clackamas County agrees to notify NOS should a survey monument be located in the project area and to include relocation costs in funding for the project.

SUMMARY OF MITIGATION MEASURES TO BE IMPLEMENTED

The following mitigation measures will be implemented during construction of the S.E. Hubbard Road extension (page numbers refer to the Draft EIS):

- Retain rexisting trees where possible and provide additional landscaping to protect the hillside and enhance the visual aspect of the road (p. 35);
- The small spring to the west of the right-of-way will not be disturbed (p. 35);
- Include erosion controls to minimize siltation (p. 36);
- Material from the road cut will be disposed of by the following methods (p. 36):

  -Used in construction of road embankment along new road.
  -Removed by contractor to an approved disposal site.

- If a complaint about construction noise is made, the contractor will implement one or more of the following noise mitigations (p. 42):

  -Locate stationary construction equipment as far from nearby noise sensitive properties as possible,
  -Shut off idling equipment,
  -Schedule noisy construction during middle of the day,
  -Notify nearby residents whenever extremely noisy work will occur,
  -Provide portable acoustic barriers, as needed.

- Dust reduction measures, such as watering, will be employed if needed (p. 44);
- If archaeological materials are discovered during construction, appropriate measures to ensure their identification, evaluation and disposition will be followed (p. 48);

After completion of the road, the following mitigation measures will be implemented:

- Post a weight limit for vehicles using 122nd Avenue to deter truck traffic (p. 32).
- Plan for traffic safety measures, such as crosswalks, sidewalks and signalization, as the Hubbard Road area develops (p. 34).

COMMENT LETTERS

U.S. ENVIRONMENTAL PROTECTION AGENCY

REGION X

1200 SIXTH AVENUE

SEATTLE, WASHINGTON 98101

REPLY TO ATTN OF: M/S 443

ENVIRONMENTAL SECTION
December 21, 1984

DEC 11 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
530 Center Street N.E.
Salem, Oregon 97301

cc: E. S. Hunter
G. A. Potter
D. O. Christensen
Bob Pool
W. J. Hart
E. L. Hardt
Jef Kaiser
Harry Woodward

Dear Mr. Wilken:

We have completed a review of the Draft Environmental Impact Statement (DEIS) for the S.E. Hubbard Road Extension. The report examined the build and no-build alternatives for a 2,000 foot, two-lane connecter between Highway 212 and Sunnyside Road in northwest Clackamas County, Oregon.

The DEIS identified no serious environmental impacts from the project. However, the Final EIS should describe the extent of the secondary impacts due specifically to the project. The proposed access to Highway 212 will spur development along Hubbard Road and 122nd Avenue (page 33). This impact should be identified in terms of population and land use changes and whether there will be any related nonpoint source water quality impacts.

Based on our review, we have rated this DEIS LO (Lack of Objections) in accordance with our responsibility under Section 309 of the Clean Air Act to determine whether the environmental impacts of proposed Federal actions are acceptable in terms of public health, welfare and environmental quality.

We appreciate the opportunity to review this report. Should you wish to discuss our comments, please contact Daniel I. Steinborn, Chief of the EIS and Energy Review Section, at (206) 442-1755.

Sincerely,

Robert S. Burd
Director, Water Division

cc: Campbell Gilmour, ODOT
Irv Lloyd, FHWA

ER 84/1368

December 6, 1984

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
530 Center Street N.E.
Salem, Oregon 97301

Dear Mr. Wilken:

In response to your memorandum of October 11, we have reviewed the draft environmental statement for the S.E. Hubbard Road Extension (122nd Avenue to US-212), Clackamas County, Oregon, and have the following comments:

Cultural Resources

We do not agree with the proposed treatment of the identified prehistoric archeological site, as described in the technical report. The report evaluates the Hubbard Road site as "not significant" and states that no further mitigation work is required. Yet later, "salvage excavation" is called for in the event that road construction impacts any of the site. This is contradictory. In terms of cultural resources, this project will have no environmental impact if there is nothing of significance to be impacted. It is not prudent or necessary to expect the project proponents to fund the collection, evaluation, reporting, and curation of material and data recovered from a site that is not deemed important in the first place.

Secondly, we disagree with the criteria used to assess the significance of the site deposits. The report suggests that because these deposits contain only a few identifiable projectile points, a low density of artifacts overall, and poor preservation of organic material the site does not have the potential for increasing our understanding of prehistory. This evaluation of signifance is not specific enough. Moreover, we do not understand why preservation of organic material is a prerequisite for site significance. There should be some discussion of why this site is or is not expected to contribute to broader research questions, or to filling any previously defined gaps in the region's history or prehistory.

Thirdly, we disagree with the statement on page 47 of the DEIS that only lands undisturbed by extensive urbanization have the potential for significant sites. Since the phrase "extensive urbanization" is relative, the entire statement should have been qualified. We know of numerous cases where significant archeological finds have been made under city streets and buildings in the heaviest of urban contexts. Many types of construction (such as wood frame buildings, roads, and parking lots) remove relatively little subsurface. The often unexpected result is the preservation and protection of archeological resources from weathering and looting.

These shortcomings should be addressed during preparation of the final EIS.

Fish and Wildlife Resources

It is noted that the proposed project may require a federal permit for filling in wetlands. Accordingly, these comments do not preclude an additional and separate evaluation by the U.S. Fish and Wildlife Service, pursuant to the Fish and Wildlife Coordination Act (16 U.S.C. 661, et seq.) if eventual project development requires a permit from the U.S. Army Corps of Engineers (Section 404 of P.L. 92-500). All such permits are subject to separate review by the Service under existing statutes, executive order, memorandum of agreement, and other authorities. In review of permit application, the Service may concur, with or without stipulations, or object to the proposed work depending on specific construction practices which may impact fish and wildlife resources. The Fish and Wildlife Service advises that its tentative position, based on available information, would probably be to approve permit issuance with stipulations.

When appropriate site-specific information is available, the Fish and Wildlife Service would be pleased to coordinate with you to preclude delay and to insure that any permit stipulations or conditions are understood and included in the final statement. Please consult with:

Russell D. Peterson, Field Supervisor
Fish and Wildlife Service
Portland Field Office
727 Northeast 24th Avenue
Portland, Oregon 97232
(503) 231-6179 or FTS 429-6179

Thank you for the opportunity to comment on this statement.

Sincerely,

Charles S. Polityka
Regional Environmental Officer

Mr. Campbell M. Gilmour

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Washington, D.C. 20230

Rec'd 12-13

N/MB2:KEZ

December 12, 1984

TO: PP2 - Joyce M. Wood

FROM: N - Paul M. Wolff

SUBJECT: DEIS 8410.10 - S.E. Hubbard Road Extension, 122nd Avenue to Highway 212, Clackamas County, Oregon (Department of Transportation)

The subject DEIS has been reviewed within the areas of the National Ocean Service's (NOS) responsibility and expertise, and in terms of the impact of the proposed action on NOS activities and projects.

Geodetic control survey monuments may be located in the proposed project area. If there is any planned activity which will disturb or destroy these monuments, NOS requires not less than 90 days notification in advance of such activity in order to plan for their relocation. NOS recommends that funding for this project includes the cost of any relocation required for NOS monuments. For further information about these monuments, please contact Mr. John Spencer, Chief, National Geodetic Information Branch (N/CG17), or Mr. Charles Novak, Chief, Network Maintenance Section (N/CG162), at 6001 Executive Boulevard, Rockville, Maryland 20852.

DK
DC
Dec 12

Attachment 2 - Revised

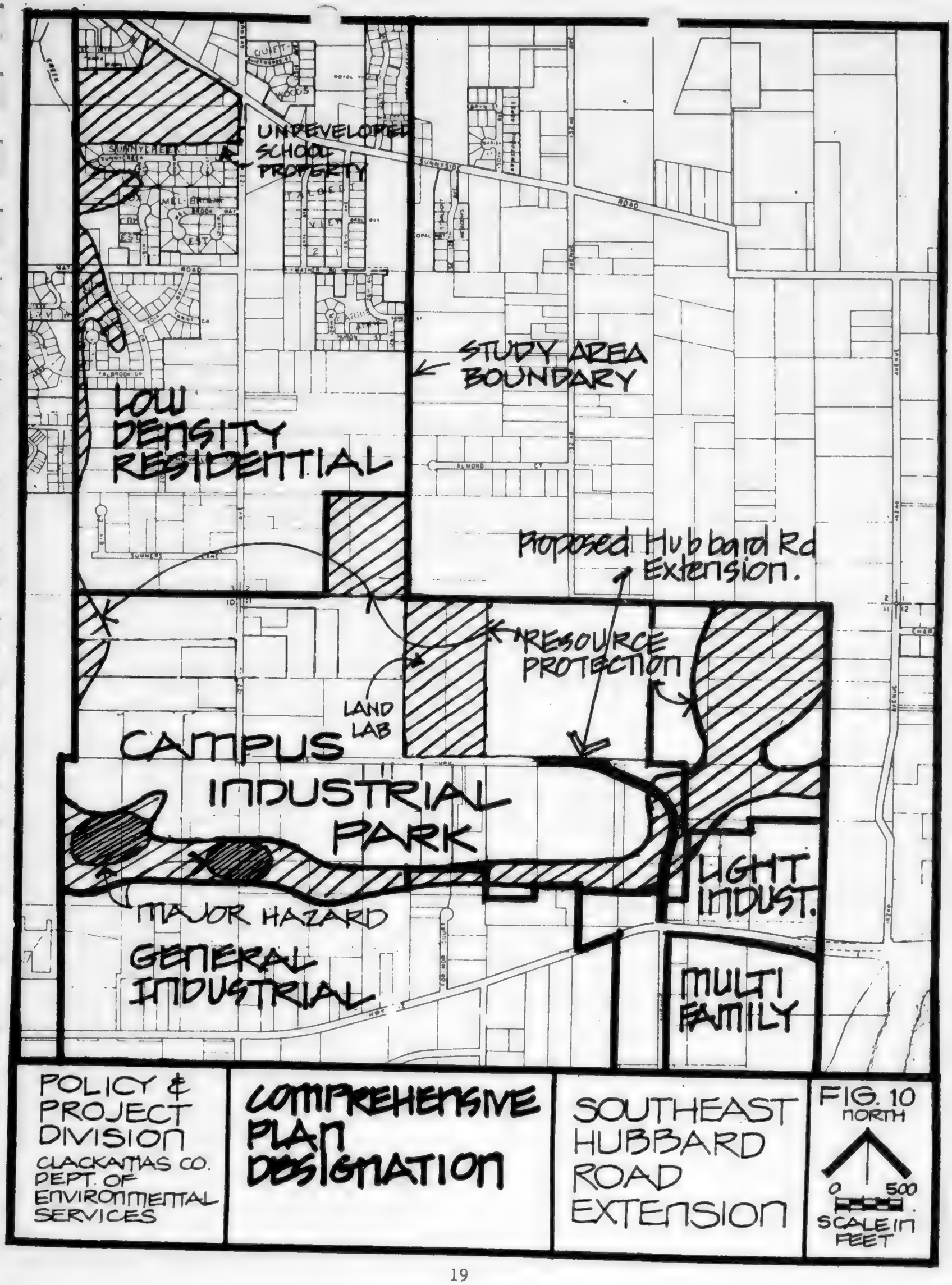
ERRATA SHEETS

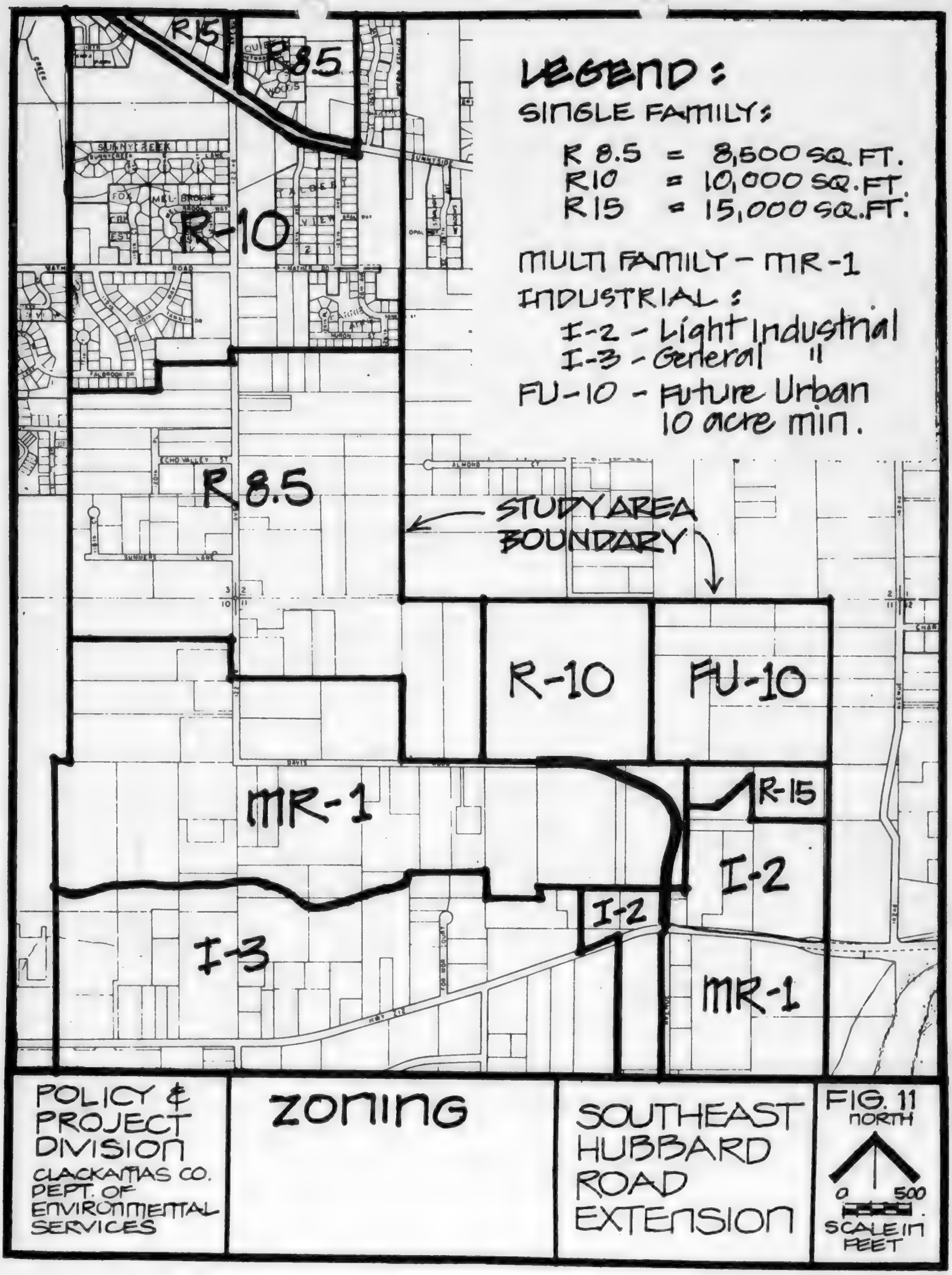
INTRODUCTION

Since the Draft EIS for S.E. Hubbard Road was completed, Clackamas County approved a change in the Comprehensive Plan designation for a portion of the study area. The area redesignated from Residential to Campus Industrial Park, CIP, is shown on the updated Figure 10, attached. The traffic and land use analyses were revised to reflect the new designation.

In analyzing the impacts of the Comprehensive Plan revision for this Final EIS, no major changes in conclusions or recommendations have occurred.

The attached, updated pages show the new boundaries for the Comprehensive Plan designations (pp. 19-20), the revised traffic analysis (pp. 27-28, 29-30, 31-32, 33-34, and Appendix B), and a revision in text in response to comments from the EPA (pp. 47-48). These pages correspond directly to those in the Draft EIS. The old pages from the Draft EIS may be removed and the new pages inserted to update the Draft EIS.


UNDEVELOPED SCHOOL PROPERTY
STUDY AREA BOUNDARY
LOW DENSITY RESIDENTIAL
Proposed Hubbard Rd Extension.
RESOURCE PROTECTION
LAND LAB
CAMPUS INDUSTRIAL PARK
LIGHT INDUST.
MAJOR HAZARD
GENERAL INDUSTRIAL
MULTI FAMILY
POLICY & PROJECT DIVISION
CLACKAMAS CO. DEPT. OF ENVIRONMENTAL SERVICES
COMPREHENSIVE PLAN DESIGNATION
SOUTHEAST HUBBARD ROAD EXTENSION
FIG. 10
NORTH
0
500
SCALE IN FEET



POLICY & PROJECT DIVISION
CLACKAMAS CO. DEPT. OF ENVIRONMENTAL SERVICES

ZONING

SOUTHEAST HUBBARD ROAD EXTENSION

FIG. 11
NORTH

TRANSPORTATION IMPACTS

INTRODUCTION

Basing future land use and development on Clackamas County Comprehensive Plan designations, the County forecasted traffic from development to occur within the project study area by the year 2003. The forecasted volumes assume that the following proposed roadways or roadway improvements are in place:

1. Local, residential streets west and east of 122nd Avenue, and the extension south of 132nd Avenue (Build and No Build);

2. Industrial collector, Clackamas Road, north of Highway 212, intersecting with proposed Hubbard Road extension;

3. Collector connecting proposed Hubbard Road extension east to 142nd Avenue; and

4. Industrial collector, Jennifer Road and 135th Avenue, south of Highway 212, intersecting Highway 212 south of the proposed Hubbard Road extension (Build and No Build).

TRANSIT IMPACTS

A modal split analysis was conducted as part of the overall transportation study. The mode choice model calculates auto and transit trips by determining a market share for each origin-destination movement of interest. The model contains a logit formulation based upon transit and highway times and costs.

The modal split analysis indicated fairly low transit usage, under one percent of all trips, under the year 2003 Build Alternative. Still, the Build Alternative will facilitate the introduction of transit service in the future by minimizing transit travel times. Future service could include peak hour service or feeder bus service using the connection between Highway 212 and Sunnyside Road to reach the Transit Transfer Station at the Clackamas Town Center.

The No Build Alternative would prevent the introduction of new transit service to the area because of the significant out-of-direction movement involved. Modal split under the No Build is nil for 2003.

HIGHWAY IMPACTS

In order to assess the impacts of the two alternatives on the surrounding road system, two capacity analyses were undertaken. First, an arterial capacity analysis looked at the section of roadway between intersections and determined the volume to capacity (V/C) ratio. Second, an intersection capacity analysis measured the capability of the intersection to handle peak hour traffic and determined the Percent of Capacity used. Both the V/C ratio and Percent of Capacity used are interpreted with a Level of Service (LOS) designation from "A" through "F". The following table explains the service levels:

Table 2

SERVICE LEVELS FOR ARTERIAL ROADWAYS

Typical Traffic Flow Conditions

LOS	
A	Relatively free flow of traffic with some stops at signalized or stop sign controlled intersections. Average speeds would be at least 30 miles per hour. The volume to capacity ratio would be less than .60.
B	Stable traffic flow with slight delays at signalized or stop sign controlled intersections. Average speed would vary between 25 and 30 miles per hour. The volume to capacity ratio would be .60 to .80.
C	Stable traffic flow, but with delays at signalized or stop sign controlled intersections to be greater than at level B, but yet acceptable to the motorist. The average speeds would vary between 20 and 25 miles per hour. The volume to capacity ratio would be .80 to .90.
D	Traffic flow would approach unstable operating conditions. Delays at signalized or stop sign controlled intersections would be tolerable and could include waiting through several signal cycles for some motorists. The average speeds would vary between 15 and 20 miles per hour. The volume to capacity ratio would be .90 to 1.0.
E	Traffic flow would be unstable with congestion and intolerable delays to motorists. The average speed would be approximately 15 miles per hour. The volume to capacity ratio would be 1.00 to 1.10.
F	Traffic flow would be forced and jammed with stop and go operating conditions and intolerable delays. The average speed would be less than 15 miles per hour. The value to capacity ratio is over 1.10.

Note: The average speeds are approximations observed at the various levels of service but could differ, depending on actual conditions.

Figures 12 and 13 describe the No Build and Build Alternatives' 24 hour traffic volumes and Levels of Service for the P.M. peak hour in the year 2003. Sunnyside Road is being widened to three lanes west of 122nd Avenue, but is presently projected to continue east of 122nd Avenue with two lanes. The V/C ratios indicated that this type of improvement will fail in the future and that Sunnyside Road will need four travel lanes east and west of 122nd Avenue to reach LOS "D" under either alternative. The Levels of Service on Sunnyside Road in Figures 12 and 13 reflect the recommended four travel lanes on Sunnyside west of 122nd Avenue and show the poor Levels of Service with two travel lanes east of 122nd Avenue. The other arterial capacities are adequate for both the No Build and Build Alternative traffic volumes. Under the Build Alternative, there is an increase in the volume of traffic on 122nd Avenue over the No Build Alternative, but 122nd Avenue maintains LOS "D" with two travel lanes.

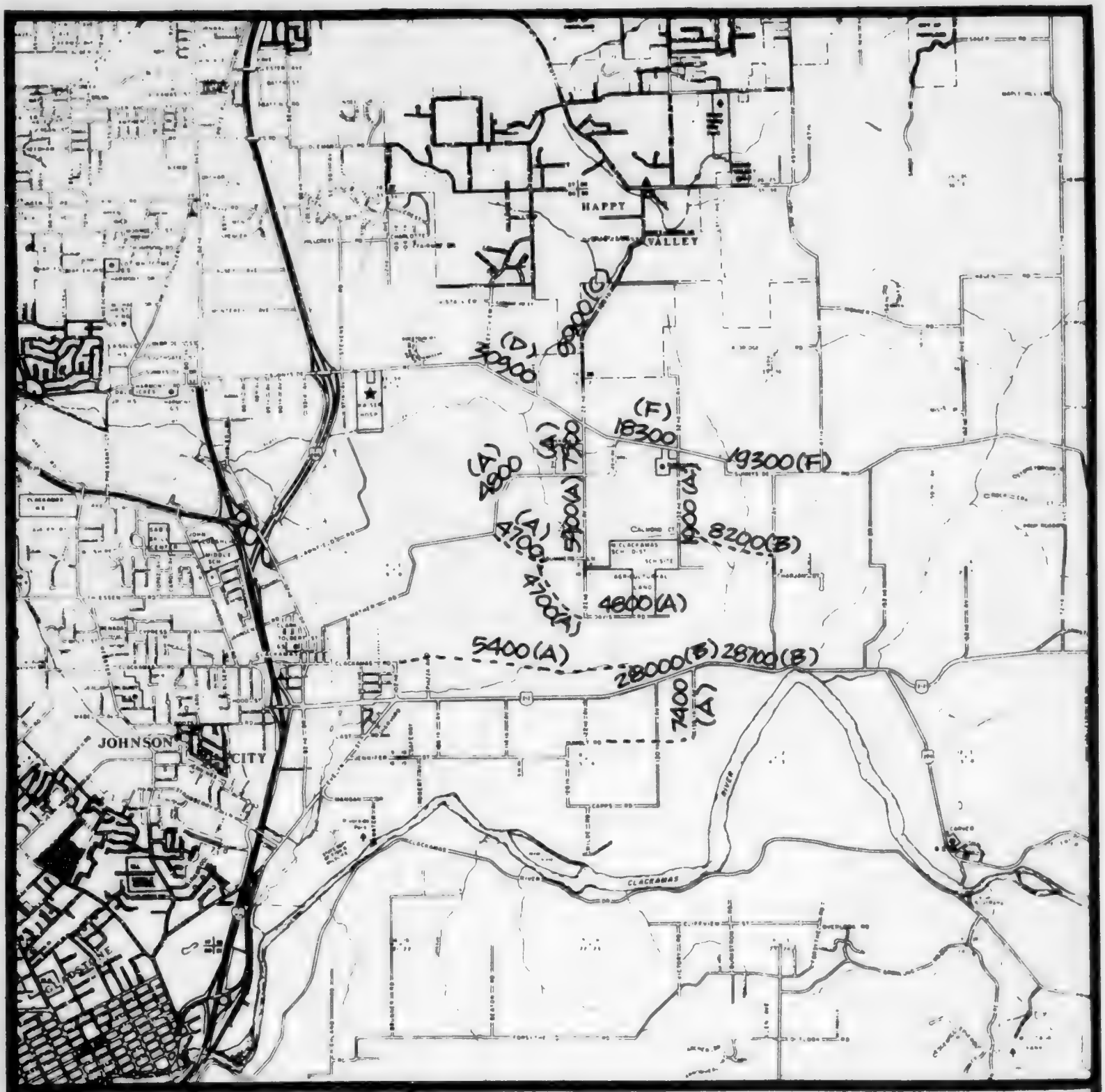


FIG. 12

0 2100

SCALE IN FEET

NORTH

PREPARED BY:
POLICY & PROJECT DEVELOP. DIVISION
CLACKAMAS COUNTY

NO BUILD ALTERNATIVE
YEAR 2003 AVERAGE DAILY TRAFFIC VOLUMES & P.M. PEAK HOUR LEVELS OF SERVICE

7400 = 24 HOUR TRAFFIC VOLUME
(D) = LEVEL OF SERVICE (TRAFFIC OPERATING CONDITIONS)

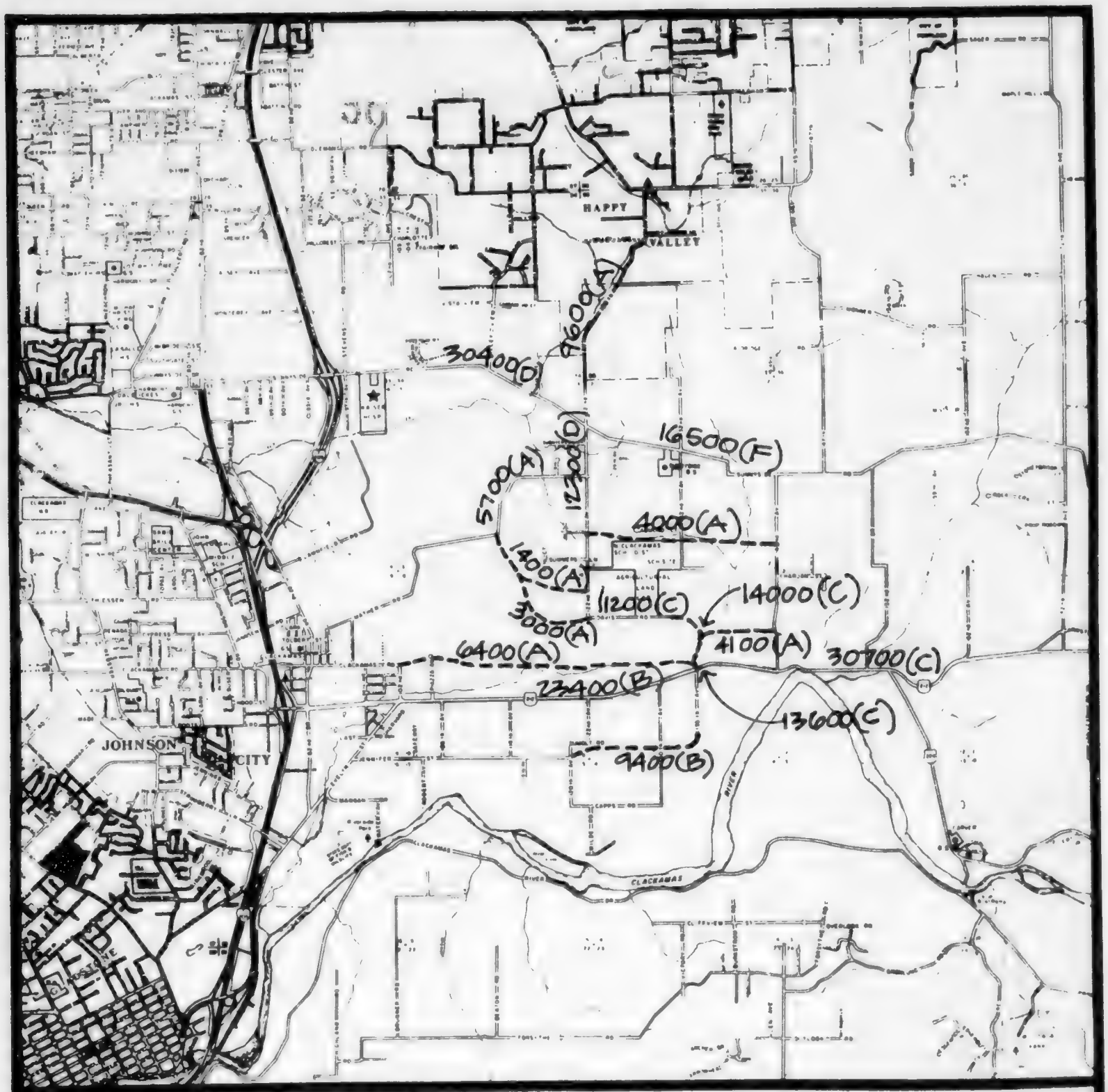


FIG. 13

0 2100

SCALE IN FEET

NORTH

PREPARED BY:
POLICY & PROJECT DEVELOP. DIVISION
CLACKAMAS COUNTY

BUILD ALTERNATIVE

Year 2003 Average Daily Traffic Volumes and P.M. Peak Hour Levels of Service

3500 = 24 Hour Traffic Volume
(D) = Level of Service.

The recommended intersection configurations for the Build Alternative are shown in Appendix B. The results of the intersection capacity analysis are found in Table 3.

Table 3

INTERSECTION LEVEL OF SERVICE
YEAR 2003 -- P.M. PEAK HOUR

Intersection	Alternative	
	-No Build- Existing Configuration	-Build- Recommended Configuration
122nd/Sunnyside	LOS "F"	LOS "D"*
122nd/Mather	LOS "C"	LOS "D"
122nd/Echo Valley East	LOS "A"	LOS "D"
122nd/Summer	LOS "B"	LOS "B"
122nd/Hubbard	LOS "A"	LOS "D"
Hubbard/132nd	LOS "A"	LOS "D"
Hubbard/142nd Extension	--	LOS "A"*
Hubbard/Clackamas Road	--	LOS "D"
Hubbard/Highway 212	--	LOS "D"*

*Signalized

The intersection of Sunnyside Road and 122nd Avenue under the No Build Alternative operated at LOS "F", even with four lanes from each approach. Signalization was required to achieve LOS "D". Under the Build Alternative LOS "D" was achieved with signalization and three lanes from the north, south and east, and four lanes from the west.

Along 122nd Avenue the four intersections functioned without signalization under both the Build and No Build Alternatives. Mather Road will need left-turn and right-turn lanes to maintain LOS "D". The other intersections, Echo Valley East, Summer Lane and Hubbard, function with one approach lane. These intersections functioned better under the No Build Alternative because less traffic is using 122nd Avenue than under the Build Alternative. The lower volume indicates an underutilization of an area planned for growth. Under the Build Alternative the intersections meet the minimum Level of Service, LOS "D", while accommodating the increased traffic.

Hubbard Road will have three intersections under the Build Alternative. As shown on Table 3, 142nd requires signalization to reach an acceptable Level of Service, while 132nd and Clackamas Road function without signals. At the intersection of Hubbard Road and Highway 212, LOS "D" is achieved with a 5-phase signal. The north and south approaches will have three lanes, while the east and west approaches will have four lanes as planned in the 1985 improvements of Highway 212.

The Build Alternative will balance the highway system in the Sunnyside Road/Highway 212/122nd Avenue/Hubbard Road area. The selected connection will provide an option for motorists wishing to travel in a north-south direction, thus relieving traffic pressure on Sunnyside Road and Highway 212. In addition the road extension

will improve access between the developing Hubbard Road area and the Highway 212 industrial area to the south. Access between Highway 212 and Sunnyside Road/Clackamas Town Center will also be improved.

Mitigating Measures - Traffic impacts of the proposed roadway in the year 2003 include slightly increased traffic volumes on 122nd Avenue and a high volume of traffic projected on the new Hubbard Road extension. The north-south connection could attract through traffic and add truck traffic to this minor arterial.

The design of the road, including the three to twelve percent grade just north of Highway 212 and the west-to-north curve from Hubbard Road to 122nd Avenue, will deter through traffic activity. The County may determine that a weight limit be set on vehicles using the road and so prohibit certain, heavy trucks from using the facility.

The No Build Alternative results in higher traffic volumes on a number of roadways in the study area, including Sunnyside Road and Highway 212. The Sunnyside and 122nd Avenue intersection breaks down under the No Build scenario. Daily traffic volume on 122nd Avenue is roughly 3,000 vehicles lower under the No Build. However, no capacity problems exist on 122nd Avenue under either the Build or No Build situation.

The No Build Alternative would not implement the County Comprehensive Plan.

TRAFFIC SAFETY

The Build Alternative will provide the capacity and signalized control at intersections for relatively safe movements in reasonable time intervals. Pedestrian and bicycle safety will improve as well.

The No Build Alternative would result in a continuing degeneration of traffic safety in the project section as traffic demands increase. Collisions at the major intersections and driveways would continue to increase as opportunities to safely enter traffic decrease and traffic queues at signals become intolerably long.

EMERGENCY SERVICES

Construction of the project will improve the delivery of emergency services by allowing more direct and quicker access to Highway 212 and reducing congestion.

BICYCLE IMPACTS

The Build Alternative will significantly improve bicycle safety by providing on-street bicycle lanes. It is probable that bicycle traffic would increase if these facilities were constructed. The Build Alternative will be consistent with the County Bicycle Plan, which identifies 122nd as a part of the bicycle route network.

No Build Alternative. The narrow dirt shoulders of the existing highway are used by bicyclists today. Bicycle safety would worsen as motor traffic continues to increase. Selection of the No Build Alternative would delay realization of the Bicycle Plan.

RIGHT-OF-WAY IMPACTS

No businesses or residences are displaced in the Build Alternative. Right-of-way was acquired entirely with local funds and currently is in County ownership.

The new right-of-way extends from Highway 212 north to the previously existing ROW. The right-of-way contains approximately 5 acres and is 2,160 feet in length. Width is generally 60 feet, but varies up to 110 feet in places, providing area needed for cut and fill.

All property was acquired in accordance with State law and the U.S. Relocation Assistance and Real Property Acquisition Act (Public Law 91-646).

LAND USE IMPACTS

The residential and campus industrial land uses designated by the Comprehensive Plan would be feasible with both the No Build and Build Alternatives. However, the rate and efficiency of development could differ between these two alternatives.

No Build Alternative - Under this alternative, development of the residential and industrial districts would occur, although the rate of development would be slower due to limited access to the area along Hubbard Road. Traffic generated by the development would have to be served by access from the north, causing congestion at 122nd Avenue and Sunnyside Road.

Build Alternative - At the site of the intersection with Highway 212, approximately 1/3 of an acre of undeveloped, industrial land will be converted to roadway. The land where the roadway will ascend the hillside is designated Campus Industrial Park, but also has the Resource Protection designation as shown on Figure 10. This designation indicates that, depending upon the steepness of slope, development with structures will be limited or prohibited. Thus, the Build Alternative will have minimal impact on development because much of the land proposed for the roadway is under the Resource Protection designation due to the slope steepness. It should noted that the Resource Protection designation relates to slope steepness and building feasibility as opposed to the natural resource (timber and farm lands) protection areas.

The access to Highway 212 will spur development along Hubbard Road and 122nd Avenue by providing an access to the south to serve development. Changes anticipated in the area, such as increased population, development of subdivisions, and the requests to establish some commercial use along Sunnyside Road, will alter the character of the area, but will not be solely induced by the road extension.

Clackamas County's Comprehensive Plan designates the lands within the study area for immediate and future urban development. The Plan also establishes goals for new roads and road improvements that will form a transportation system to serve the area planned for growth. An improved north-south connection between Sunnyside Road and Highway 212, and provisions for timely, efficient and orderly development are two goals affecting the study area. The No Build Alternative does not implement the Comprehensive Plan goals, while the Build Alternative is found to implement the goals of the Comprehensive Plan.

POPULATION, HOUSING, AND NEIGHBORHOOD IMPACTS

POPULATION AND HOUSING

As described in the section on zoning, the project area is designated for low-density residential and campus industrial park development. The residential vicinity around 122nd Avenue is planned to grow from 473 to approximately 1,773 single family dwelling units.

The selected road extension will support development of residential and campus industrial districts along 122nd Avenue and Hubbard Road, as well as improve access to Highway 212 for residents and employees of the area. No relocation of persons or removal of structures will be required by the Build Alternative; no adverse impact on population or housing is expected from the selected alternative.

NEIGHBORHOOD COHESION

No Build Alternative - Increased residential development will change the character of the neighborhood even without the proposed road extension. Local traffic from the developments would have to access the area from the north, thus causing adverse traffic impacts along 122nd Avenue. Build Alternative - A minimal amount of through traffic may be added to the neighborhood if the selected road extension is approved; this traffic and possibly truck traffic could adversely impact the neighborhood. The selected roadway, however, will also improve access for residents of the area. No social groups are found to be benefitted or harmed by the selected alternative.

Mitigation - In order to mitigate the adverse impacts from the Build Alternative, appropriate traffic safety measures, such as pedestrian crosswalks, sidewalks, and signalization at intersections, along with truck signing restrictions, will need to be considered and developed as the population in the neighborhood grows.

COMMUNITY FACILITIES AND SERVICES

No Build Alternative - The present street network often requires that emergency vehicles travel out-of-direction, for example, from the west along Mather Road, to serve the population along 122nd Avenue and Hubbard Road. This poor access is not suitable to serve the population projected for the area.

Build Alternative - By creating access from Highway 212, this alternative greatly improves access for emergency vehicles and, thus, is beneficial to the area.

The school bus route to the Agricultural Land Lab runs from Sunnyside Road and will not be affected by the road extension.

AESTHETIC AND VISUAL IMPACTS

No Build Alternative - This alternative would have no impact on the hillside north of Highway 212.

Western Oregon tribes travelled mostly by canoe, using watercourses for transport. The presence of salmon and fresh water species also provided a necessary dietary staple for aboriginal habitation. The result was a clustering of villages or encampments in proximity to waterways.

Many prehistoric habitation sites in the Clackamas Valley are indicated by lithic scatters, fire altered rock, and calcined bone fragments visible on the surface. Special use sites also occur, including: woodworking or bedrock milling stations; petroglyphs; burial grounds; and stone bowl, weapon or tool caches. Specialized function sites, as well as seasonal camps, are often found on upper terrace locations removed from present major watercourses. The lower portion of the proposed roadway ROW exhibits a basalt outcrop suitable for milling surfaces and petroglyphs. Springs issuing from the toe of the bluff in the same locality increase the potential for prehistoric use.

Archaeological materials must remain in the strata or "living layer" of deposition in order to give the proper representation of prehistoric periods. The cultural information obtained through professional archaeological reconnaissance and salvage procedures can then be accurately recorded and preserved.

The only evidence of an archaeological site in the project area was encountered in the lower terrace. The planned roadway ROW was initially platted with transects designed to examine soil exposures or rodent burrows and eroded hillsides and one test pit was dug on the lower terrace area. From the initial surface surveys and test pit in the lower terrace were recovered flakes of jasper, agate, chert and basalt as evidence of prehistoric tool making activity. A thermally altered "camp" rock was also recovered from the test pit at a depth of approximately 50 - 60 centimeters (cm.) in an older layer of soil. While the evidence is meager, it does indicate some prehistoric use of the lower terrace.

A "second phase" research plan was then initiated, designed to recover any additional cultural features in the lower terrace ROW and to assess the potential for National Register nomination. From 9 test pits, representing a ten to twenty percent sample of the approximate subsurface site area, 71 examples of debitage were found at a depth of 28 to 50 cm. This included numerous flakes, bone fragments, a felsite tool, hazelnut shell, and one small thin arrow point. The overall amount of material recovered, however, was very small, and the general absence of tools, grinding stone and fire-altered rock indicates the site was primarily a hunting camp used seasonally, probably during the early fall when driest. Given the low frequency of artifacts and transitory prehistoric quality, the site is not of National Register potential.

CULTURAL RESOURCES IMPACTS

Of those properties identified in this report, the impacts are as follows:

.No National Register or Statewide Inventory Properties are involved.

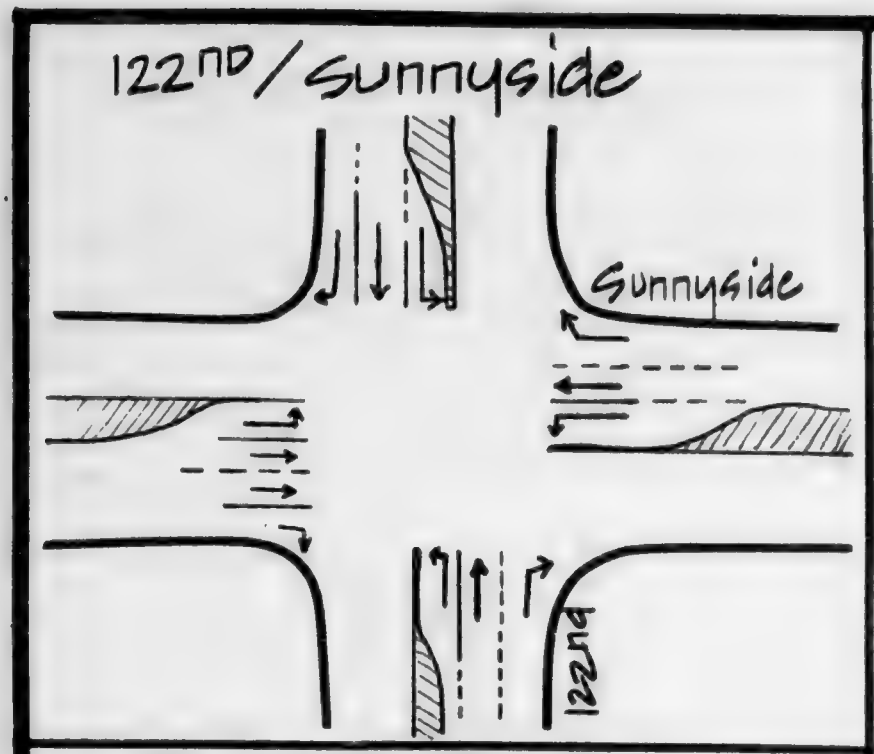
.Properties of Local Historic Interest. Neither of the identified 1910 structures would be impacted. No remnants of the old roadway were found; therefore, no impacts are involved.

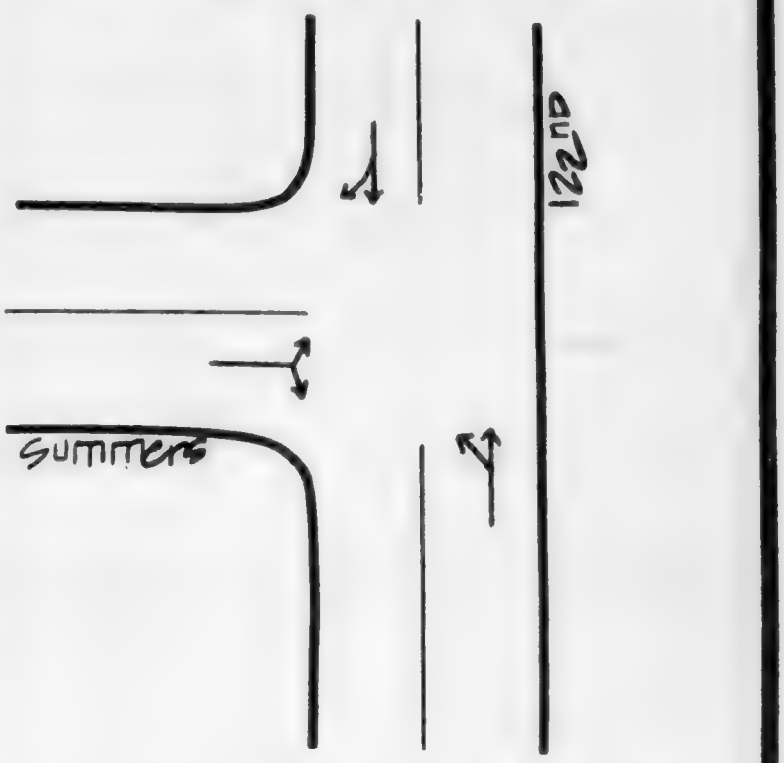
No significant historic sites that would be impacted were found during the reconnaissance. Consequently, no mitigating action is recommended for historic resources.

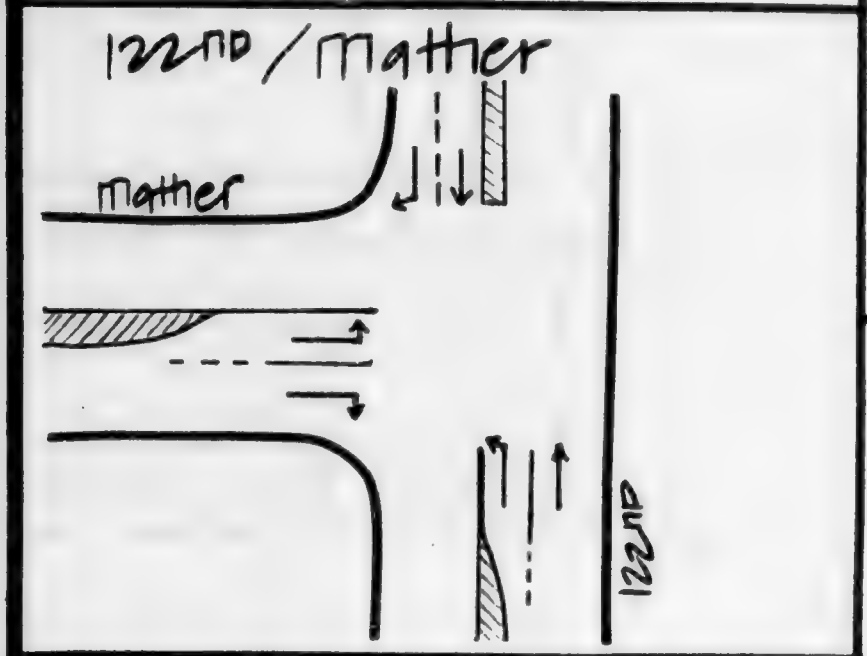
An archaeological reconnaissance survey revealed no significant sites in the area. In the event, however, archaeological materials are discovered during project construction, appropriate measures will be followed to ensure their identification, evaluation, and disposition.

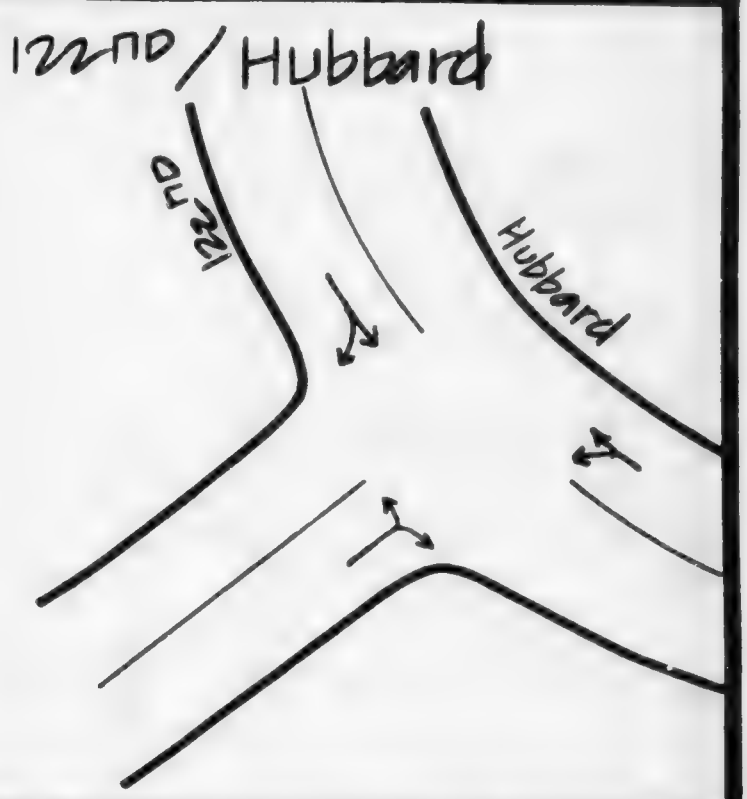
COORDINATION

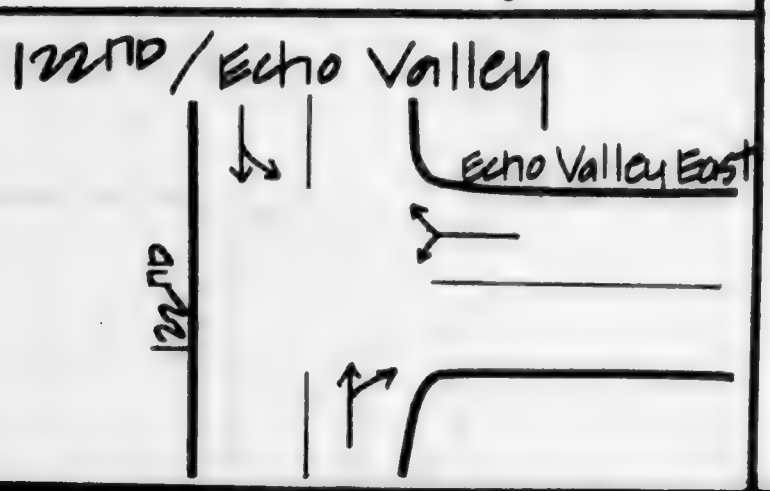
The State Historic Preservation Office, SHPO, was consulted for cultural resource information about the area, and has concurred in the finding of this study. A letter documenting this concurrence is contained in Appendix A. Historic resource identification was also coordinated with the Clackamas County Cultural Resource Survey Project. SHPO concurrence regarding no historic resources is also found in Appendix A.











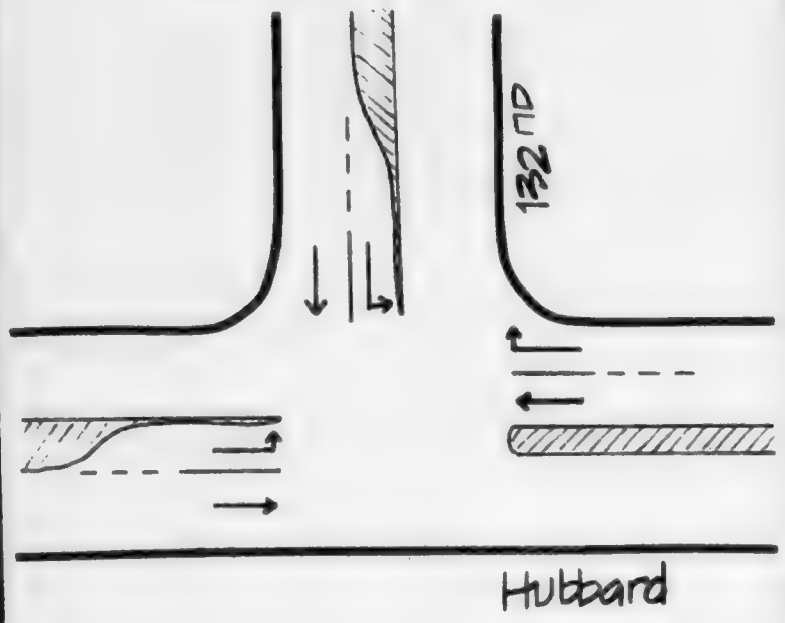
POLICY & PROJECT DIVISION
CLACKAMAS CO. DEPT. OF ENVIRONMENTAL SERVICES

BUILD ALTERNATIVE
Recommended Year 2003 Intersection configurations for 122nd Avenue.

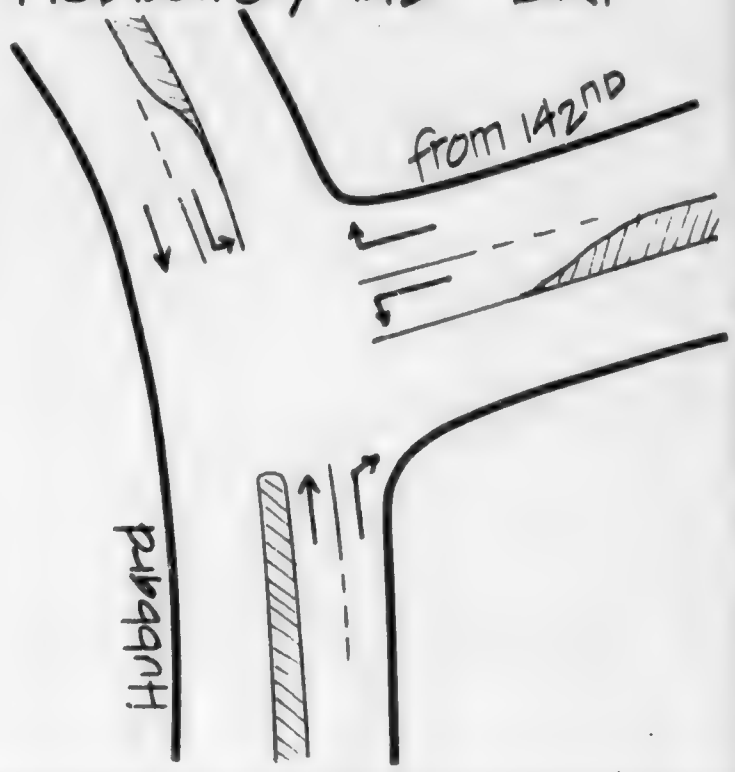
SOUTHEAST HUBBARD ROAD EXTENSION

NORTH

Hubbard / 132ND

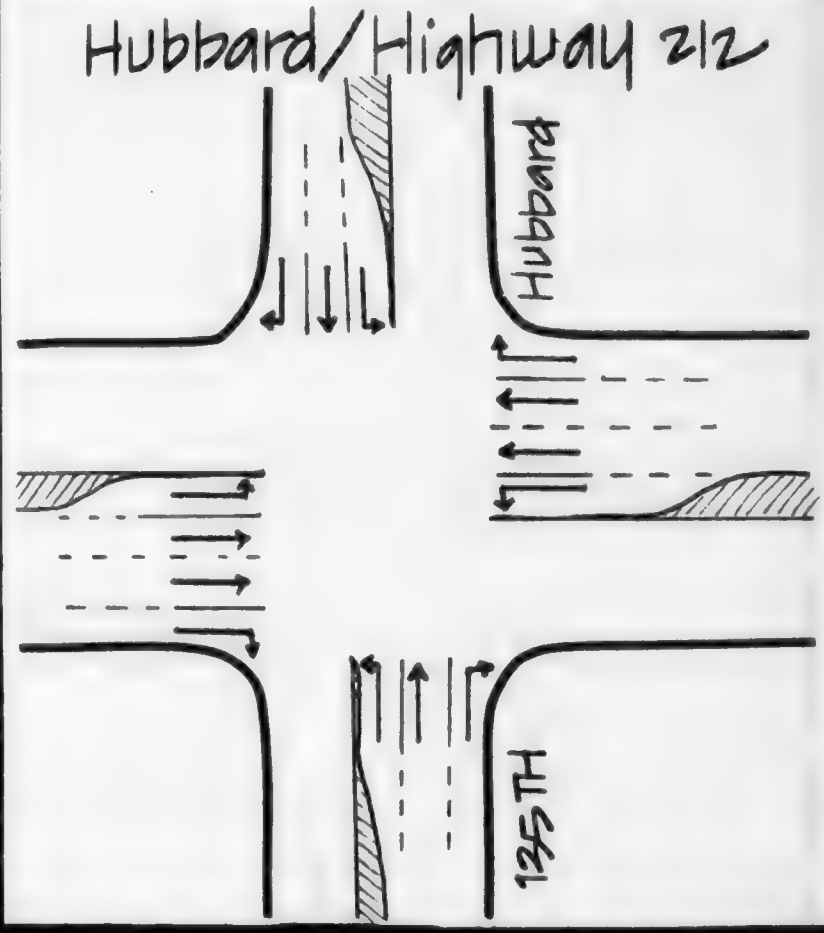


Hubbard / 142ND EXT.



Hubbard / Clackamas

Hubbard / Highway 212



POLICY & PROJECT DIVISION

CLACKAMAS CO. DEPT. OF ENVIRONMENTAL SERVICES

BUILD ALTERNATIVE

Recommended Year 2003 Intersection Configurations for Hubbard Road

SOUTHEAST HUBBARD ROAD EXTENSION

NORTH

10, 11P

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9739(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
Salem, Oregon

4. PROGRAM NO.:

5. ITEM NO.: 40129

2A. COUNTY NAME: Clackamas

6. TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4/20/85

8. FEDERAL ROUTE NUMBER: FAU 9739

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Hubbard Road Extension

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [x] OTHER *(Specify)*

Program Change - See below

13. REMARKS

As requested in Mr. Potter's letter of 4/12/85, I approve the revised Preliminary Engineering costs to a TEC of $67,850 Federal funds $57,672.

(Increase TEC $16,350 Federal funds $13,897.)

RECEIVED
STATE HWY ENGR
APR 26 '85
REFER TO
Potter
FOR

Sec	Legal	R/W	D/E	Sig	Jct	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/25/85	A H Christianson	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: April 19, 1985

FROM: Edward L. Hardt
Metro Region Engineer

SUBJECT: HUBBARD ROAD EXTENSION-CLACKAMAS COUNTY

Winston Kurth called on Thursday, April 18th with a request that we help the County get the Hubbard Road Extension Project to contract this construction season. He said that the environmental assessment had the approval of the FHWA and was now in the Federal Register Printing Process. He has been led to believe that the assessment will be finally approved about June 1. Listed below are the things that need to happen in order to get the project to construction this summer.

1. The County will engage DeHass and Associates to start the final engineering work. This would be paid for with County-only money so the work could start immediately. I've asked Wayne Schulte to make sure that the design work, drafting, etc., is done to our standards so that there will be as little duplication as possible between the consultant and our final design people. DeHass's work would also include a preliminary draft of the specifications not including "boiler plate." Wayne will be contacted by Bruce Erickson of the County to coordinate this phase of the work.

2. Winston asked me to determine at what point federal funds would be available for final design on the project. I asked Don Trout in Gary Potter's office to run that question down. He responded that federal funds wouldn't be available for final design until the assessment is finally and completely approved. According to the timetable that Winston quoted this would be around the first of June. Since that's the date that we can spend federal money on final design, Wayne needs to work out a method with the County whereby we "take over" the work at that time, in order to meet Winston's goal of minimizing the County-only money that's spent on the project. Wayne will also make sure that the "pre-programming" work is done in order to minimize the actual programming time.

MORE

REFERRED TO
Cuno Henry
Dayton Eriksen Gettis
Baker Anderson
King Bedford Lee
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

1 RDE
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3. At the appropriate time, we need to enter the project into the project control system so that it can get a bid date established. Wayne will attend to that when the schedule is a little clearer.

4. Winston said that the right-of-way was already available for the project so supposedly there should be no delay in that regard.

Assuming all goes well the project should be ready for August bid opening or possibly July. Winston mentioned that he wanted the State to do the construction engineering, so Wayne needs to have the agreement modified accordingly.

ORIGINAL SIGNED BY
EDWARD L. HARDT

ELH:cy

cc Duane Christensen
Gary Potter
Jim McClure
Curt Duval
Wayne Schulte
Winston Kurth--Clackamas County

10,118

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY 10236 Clackamas Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02140

SECTION Hubbard Road Extension

REGION Metro Region

Co Rd

SURVEY AUTHORITY

AUTHORIZATION NO. 2 | PREFIX 203-1922 | DATE 4-1-85

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 2,000	$ 1,000	915 AUDITS	$ 500	$	933 SURFACE DESIGN	$ 500	$ 200
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	55,000	55,000	918 LOCATION	900	100	935 SOILS	200	100
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	2,000	500
905 FINAL DESIGN	3,500		920 PROGRAM MANAGEMENT	200	200	937 HYDRAULICS	500	
906 BRIDGE DESIGN	1,000		921 SPECIFICA-TIONS	3,000		938 REGION ENVIRONMENT	2,000	2,000
907 PRELIMINARY DESIGN	150	150	922 ADMIN. SERVICES	100		949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	8,000	8,000	950 TRAINING		
910 REGION GEOLOGIST	500	200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	1,000	250	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	200	100	932 RAILROAD & UTILITIES	100	50			
						TOTALS	$ 81,350	$ 67,850
						PREVIOUS AUTHORIZATION		$ 51,500
						ADD. AUTH. REQUIRED		$ 16,350

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER IX-9739(1)

LOCATION ENGINEER'S REMARKS

The additional costs for the EIS were incurred due to archeological findings and related research, and the transportation and land use analysis was revised due to a 400-acre plan amendment and zone change to Campus Industrial in the immediate vicinity.

PROGRAM SECTION

MANAGER ____ RESOURCE UNIT ____

FA UNIT ____ PROGRAM UNIT ____

MAY 06 1985

REFER TO ____

R/D ____ ACT ____ REPLY ____

DISC ____ INFO ____ FILE ____

"Bring Up"

PREPARED BY [signature]	DATE 4-1-85	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X [signature]	DATE 4-1-85	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X [signature]	DATE 4-11-85
RECOMMENDED, LOCATION ENGINEER X [signature]	DATE 4-16-85	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 2/3/84 & 4/20/85	

734-1914 (7-82)

10,118

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: March 28, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: PE (Phase 2)
Item No. 40129
Project No. IX-9739(1)
Hubbard Road Extension
County Road
Clackamas County

After statutory requirements have been fulfilled for the Final Environmental Impact Statement (FEIS), I request authorization to proceed with the portion of preliminary engineering, including utility preparatory work, necessary to obtain PS&E approval at a total estimated cost of $65,000 with obligations of $55,250 in federal funds.

Enclosed are a revised project agreement estimate and completed PR-2A for subject project.

LGB:me
Encl.
cc: Bob Pool
Cam Gilmour
Walt Hart
Ed Hart, Metro
General Files
~~Mike Schatte~~ w/attach
G. Z.

PE By County
G

Form 734-3122

Oregon State Highway Division
Salem, Oregon March 28, 1985

Federal-Aid Project No. IX-9739(1)

Hubbard Road Extension
County Road
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 65,000.00
		Total	$ 65,000.00

Length of Project ---------- 0.398 mi.

Federal Funds (85%)	$ 55,250.00
County Funds	9,750.00
Total	$ 65,000.00

Group 1 100%
Prefix: 203-1922

LGB:me

10,118

OREGON STATE HIGHWAY DEPARTMENT

TO: [redacted] Program Sect.

SUBJECT: S.E. Hubbard Rd. - Clack. Co. Consultant Selection Process

FROM: Wayne Schulte Metro Region

DATE: 12/5/84

Attached is a letter from Winston Kurth, Clack. Co., requesting that a consultant, De Haas & Associates, be retained to perform various functions on the S.E. Hubbard Rd. project. Winston lists several reasons why he believes they should do the work without the County going through the elongated consultant selection process. Please let me know as soon as possible if this would be acceptable.

We already have a signed agreement (# 8033) with Clack. Co. obligating them to P.E., R/W, Const. Engrg. etc., for the project so Winston's request that they perform those functions has already been covered.

PROGRAM SECTION

MANAGER ✓ RESOURCE UNIT ____

FA UNIT ____ PROGRAM UNIT ____

DEC 06 1984

REFER TO ____

R/D ____ ACT ____ REPLY ____

DISC ____ INFO ____ FILE ____

Thanks,

Wayne Schulte
(SIGNATURE)

PLEASE REPLY HERE

CC: ____

(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

4

10,118

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS STATE OF OREGON

In memoriam (1935-1984)
John C. McIntyre

WINSTON W. KURTH Director
ARDIS M. STEVENSON Assistant Director

November 30, 1984

Department of Transportation
Highway Division
Metro Region
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

Attn: Wayne Schulte
Federal Aid Specialist

SUBJ: S.E. HUBBARD ROAD EXTENSION
122nd AVENUE TO HIGHWAY 212
CLACKAMAS, OREGON

This letter is being submitted as a request to allow Clackamas County to be the lead agency in the design and construction of subject project, which is expected to be funded shortly by the Federal Highway Administration through the Oregon Department of Transportation.

This project consists of approximately 2,000 lineal feet of new street construction, and is an extension of our S.E. Hubbard Road Area Local Improvement District project currently under construction.

Specifically, we are requesting that Clackamas County, through the Department of Environmental Services, be responsible for all necessary field surveys; preparation of plans, specifications and cost estimates; acquisition of all necessary rights-of-way, easements and all required permits; preparation of contract and bidding documents; and furnishing all construction engineering, material testing, technical inspection, and project management services for administration of the contract.

In addition, we request that the County be allowed to retain the services of the consulting engineering firm of De Haas & Associates, Inc. to provide engineering design services, construction engineering services and technical inspection services on subject project. Reasons for this request are as follows:

1. They are currently performing these similar services on the S.E. Hubbard Road Area Local Improvement District project currently under construction, which is an extension of this project along the current paved stretch of roadway.

2. They have surveyed and monumented the new right-of-way for subject project and have, based on field survey work, prepared preliminary plans for subject project establishing both alignment and grades.

902 ABERNETHY ROAD ★ OREGON CITY, OREGON 97045 ★ (503) 655-8521

3. They have designed and supervised construction of the sanitary sewers and storm drainage facilities located within the subject project right-of-way.

This engineering firm was retained by Clackamas County to perform the above services through the County's engineering selection process, which rotates engineering work among qualified consultants expressing an interest in doing work for the County. Due to De Haas & Associates previous involvement on this project and the adjoining project, it would appear logical to utilize them to provide the necessary design and construction engineering services remaining on subject project.

Enclosed is a copy of our present engineering agreement with De Haas & Associates, Inc. for engineering services on the adjoining project as well as for the preliminary engineering services on this project.

Your consideration of and response to these requests would be appreciated.

Winston W. Kurth

WINSTON W. KURTH, Director
Department of Environmental Services

/mb
Encls.

RECEIVED
STATE HWY ENGR
OCT 19'84
REFER TO
FOR
Info | Inves | R/D | D/R | ign | ct | Pr

OREGON PROJECT REVIEW ACKNOWLEDGMENT

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

OR 841016-020-4

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

Applicant: ODOT
Project Title: SE Hubbard Rd. Extension
Date Received: 10/16/84 (Start of-45 day review period)
PNRS #: OR841016-020-4 BE SURE TO PLACE THIS NUMBER ON YOUR APPLICATION BEFORE SUBMITTING TO FEDERAL AGENCY.

Your project notice has been assigned the file title and number that appear above. Please use it in correspondence and, if applicable, enter it in Block 3A on the 424 form for the project. Your project notice must also be submitted for review to any affected areawide clearinghouse.

[ ] FEDERAL GRANT [ ] HUD HOUSING [ ] DIRECT FEDERAL DEVELOPMENT
[ ] ENVIRONMENTAL ASSESSMENT [X] DRAFT EIS [ ] FINAL EIS
[ ] STATE PLAN/AMENDMENT

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[ ] Director
[ ] Highway Division
[X] Historic Preservation
[X] Parks Division
[ ] Public Transit

MISCELLANEOUS
[ ] Dev. Disabilities Council
[ ] Extension Serice
[ ] Other

NOTE: Your project was circulated to state agencies checked above.

State Clearinghouse use only:
State Agency Due Date: _____
Federal Agency: _____
County: _____

ENVIRONMENTAL SECTION
October 18, 1984

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
G. A. Potter
Wayne Cobine
J. H. Versteeg
W. J. Hart
L. E. George
F. E. Terpin
E. L. Hardt
Jef Kaiser

10,118

Con 21.8
1 Lack.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

ENV 3

October 11, 1984

Executive Department
Intergovernmental Relations Division
Federal Aid Coordination Unit
155 Cottage Street N.E.
Salem, OR 97310

RE: Draft Environmental Impact Statement
S.E. Hubbard Road Extension
122nd Avenue to Highway 212
Clackamas County
District No. 2C
IX-9739(1)

In accordance with the National Environmental Policy Act of 1969 (Public Law 91-190) attached are copies of the Draft Environmental Statement for your review and comment.

Your reply upon receipt of this environmental impact statement will be anticipated within the 45-day period established by the Federal Council of Environmental Quality guidelines. If no response is received within this period, it will be assumed that you have no comment.

If you need additional information on this project, please contact the Environmental Section, Oregon State Highway Divsion, 324 Capitol Street N.E., Salem, Oregon 97310. Telephone 378-8486.

Sincerely,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:gu

Attachments (15)

NOTED
E. S. HUNTER

bc: D. E. Wilken
J. H. Versteeg
Local Programs Unit
E. L. Hardt
E. S. Hunter
Wayne Cobine
Richard McSwain
Harry Woodward

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STAT HWY ENGR
NOV 2 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

10.118

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HIGHWAY 122nd Ave. to Highway 212 FEDERAL AID NO. IX-9739(1)

COUNTY Clackamas

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*F. E. Terpin, Location	2	✓
*D. O. Christensen, Road Design	4	✓
*J. B. Boyd, Right-of-Way	1	✓
*C. O. Fredrickson, Construction	1	✓
*W. J. Hart, Bridge	1	✓
*R. E. Royer, Policy and Planning	1	✓
*Jim Bottom, Public Affairs	1	✓
*Don Keyes, Location	1	✓
*G. A. Potter, Program Management	2	✓
*Region ____	( )	Ø
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*FHWA	14	✓
*U.S. Department of Energy	1	✓
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*U.S. Department of Housing	1	✓
*U.S. Department of Interior	14	✓
*Federal Aviation Administration	1	✓
*Corps of Engineers	1	✓
*Federal Activities EIS Filing Section	5	✓
*Environmental Protection Agency (Seattle) [David Sanborn] (Also send copies of Air and Noise Reports)	2	✓
*Environmental Protection Agency (Portland)	1	✓
**U.S. Coast Guard	2	___
*U.S. Department of Commerce	2	✓
*Department of Health and Human Services	1	✓
*U.S. Fish and Wildlife Service	1	✓
*Dept. of Interior, National Park Service (Seattle) (Also send a copy of the Cultural Resources Report)	1	✓
*Advisory Council on Historic Preservation (Also send a copy of the Cultural Resources Report)	1	✓
***Federal Emergency Management Agency	1	___
	PAGE TOTAL	(109)

RECEIVED STATE HWY ENG NOV 2'84 REFER TO FOR: Info, Invest, R/D, D/R, Sign, Ltr, File

*Always receives a copy.
**Send copy to Karl Elfving if Coast Guard permit is required.
***Send copy only if there is impact on floodplains.

NOTED H.S. COULTER

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Dept. of Water Resources	1	✓
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State Historic Preservation Office (Also send a copy of the Cultural Resources Report)	1	✓
State Parks Branch	1	✓
	SUBTOTAL	15 (+1 for Clrnghs)
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*Ken Brittain, U of O	1	✓
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*Willamette University	1	✓
*Historic Preservation League of Oregon (Also send a copy of the Cultural Resources Report)	1	✓
*Oregon Historical Society (Also send a copy of the Cultural Resources Report)	1	✓
*Local Chapter(s) of Historical Societies (City/County, determine on a project by project basis) (Also send copy(ies) of Cultural Resources Report)	1	✓
*Eb Engelmann	1	✓
*Pieter Dykman	1	✓
*Joe Speight	1	✓
*General Files	1	✓
*Environmental Section	11	✓

PAGE 2 TOTAL ____

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Coos, Crook, Douglas, Jackson, Jefferson, Josephine Klamath, and Lake Counties: Southern Oregon College	1	Ø

OTHERS:

Metro + ClackamaS County taking care of.

PAGE 3 TOTAL ____

PAGE 2 TOTAL ____

PAGE 1 TOTAL --- ____

GRAND TOTAL ____

Send a copy of the Air Quality Report only to Howard Harris, DEQ.
Send a copy of the Noise Study Report only to John Hector, DEQ.

10,118

NOISE REPORT

S. E. HUBBARD ROAD EXTENSION

FAU - 9739
CLACKAMAS COUNTY

RDE
CY FDE
LE
CY BE
1 FPO
PDE
LFE
GTE
RECEIVED
JUN 26 1985
ROAD DESIGN SECTION
BPO
CA
Copy All
Return To
B/U

April, 1984

By
Clackamas County Department of Environmental Services
Policy & Project Development Division
902 Abernethy Road
Oregon City, OR 97045

Phone: 655-8521

Tom VanderZanden, Director

Study Team:
Gary Spanovich, Project Manager
Shari Gilevich, Planner
Gary Cook, Planner

SUMMARY

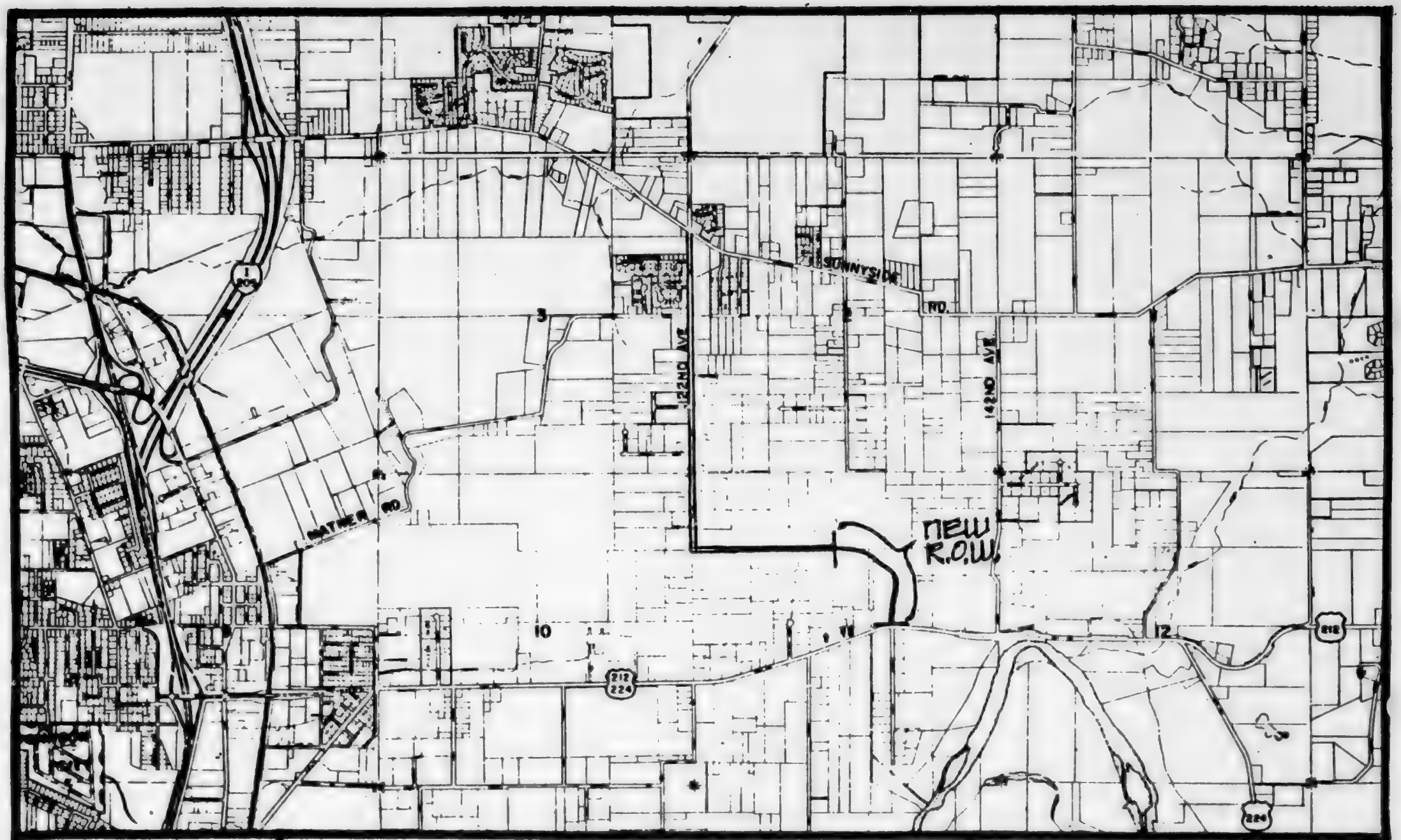
This report documents the Environmental Impact Statement noise study for the southeast Hubbard Road extension project. Traffic generated noise levels are below federal abatement noise criteria. Predicted noise levels are displayed in Table 2 and summarized in Table 3.

PROJECT DESCRIPTION

The project area is located entirely in unincorporated Clackamas County to the east of I-205. Refer to Figure 1 vicinity map. The area is a rapidly developing suburban area with combinations of single family residential dwellings, vacant land and some orchards.

The S. E. Hubbard Lane extension project lies north of Highway 212 at 135th Avenue. It extends north and connects to the previously existing Davis Road. The alignment turns north and intersects Sunnyside Road and 122nd Avenue (see Figure 2).

Currently Hubbard Road deadends at a point roughly 2,000 feet north of Highway 212 and 135th Avenue.

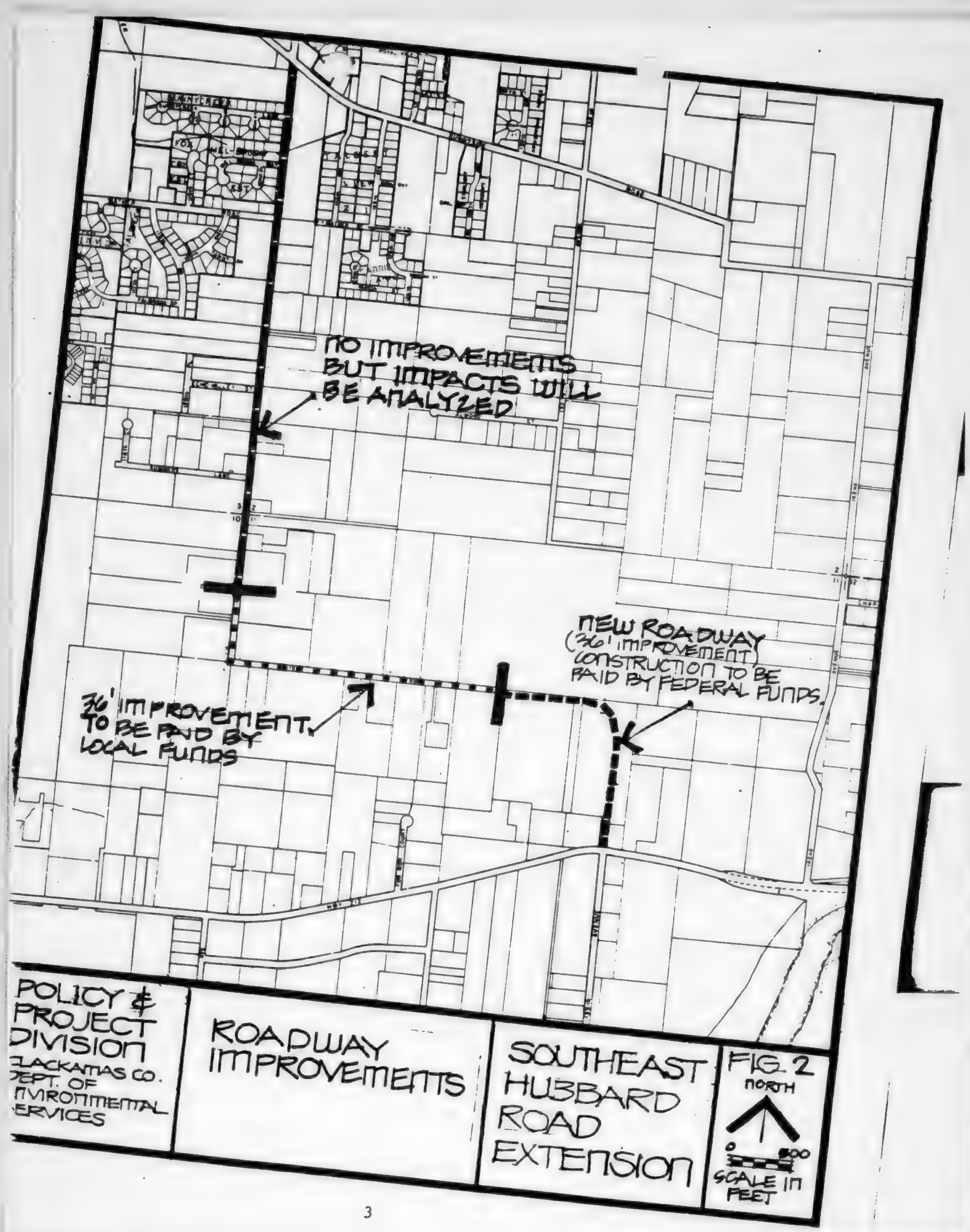


POLICY & PROJECT DIVISION
CLACKAMAS CO. DEPT. OF ENVIRONMENTAL SERVICES

HUBBARD RD. IMPROVEMENT
VICINITY MAP

SOUTHEAST HUBBARD ROAD EXTENSION

FIG. 1
NORTH
0 1200
SCALE IN FEET


NO IMPROVEMENTS BUT IMPACTS WILL BE ANALYZED
NEW ROADWAY (36' IMPROVEMENT) CONSTRUCTION TO BE PAID BY FEDERAL FUNDS.
36' IMPROVEMENT TO BE PAID BY LOCAL FUNDS
POLICY & PROJECT DIVISION
CLACKAMAS CO. DEPT. OF ENVIRONMENTAL SERVICES
ROADWAY IMPROVEMENTS
SOUTHEAST HUBBARD ROAD EXTENSION
FIG. 2
NORTH
0
800
SCALE IN FEET

The purpose of the proposal is to provide a convenient access between the developing 122nd Avenue/Hubbard Road area and the Sunnyside Road/Clackamas Town Center to the north and the Highway 212 industrial area to the south. The proposed road extension is also a key component of the transportation element of the adopted, County Comprehensive Plan; it would improve the north/south road system connectivity east of I-205 and thereby relieve future, traffic pressure on both Sunnyside Road and Highway 212.

Federal funds are requested to build the road on the recently acquired right-of-way (ROW). Local funds are used for acquisition of the new ROW and to complete road improvements as shown on Figure 2.

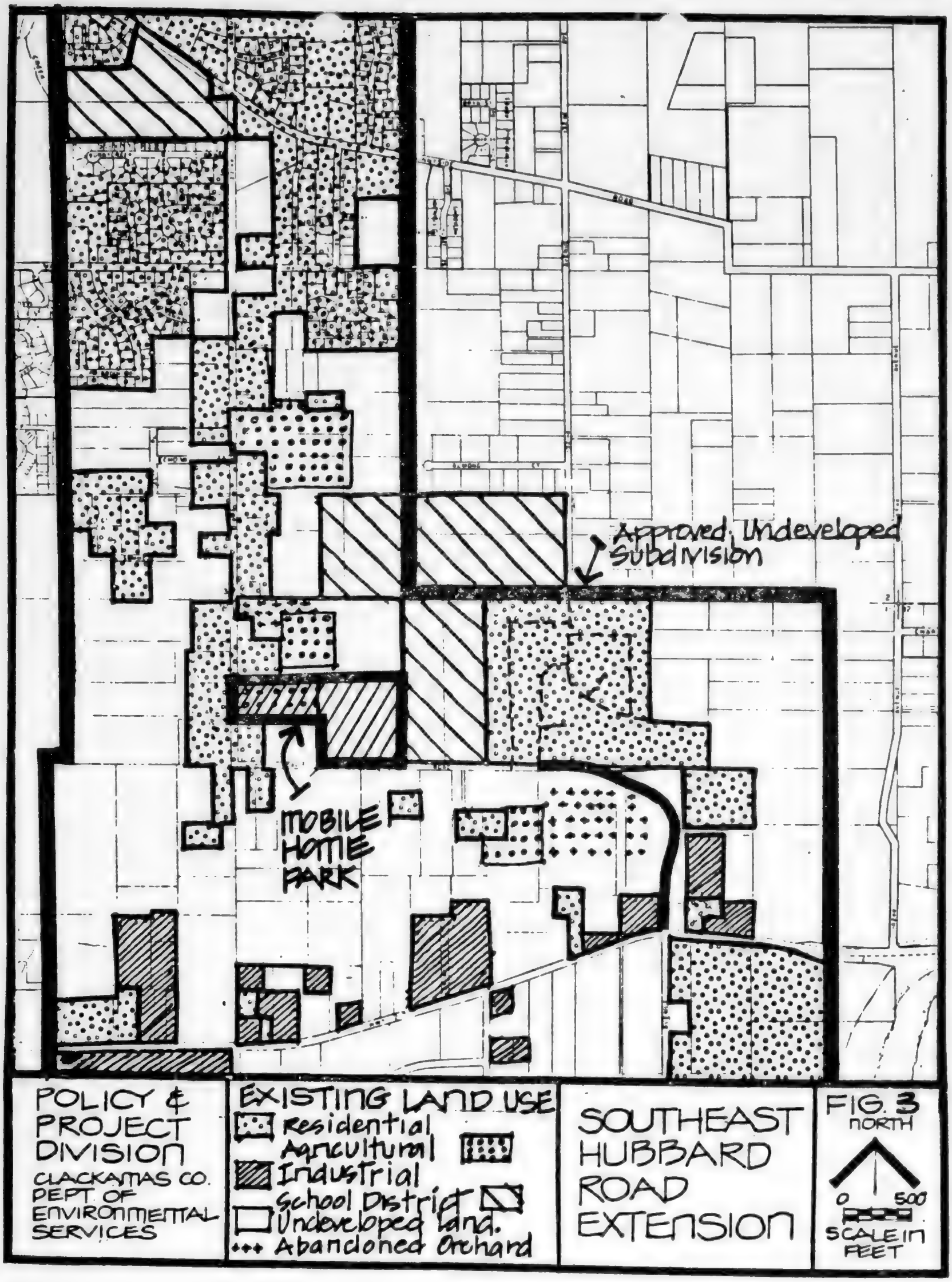
Constructed road width on the new alignment is to be 36 feet curb to curb. Improved road width (paid by local funding) is also 36 feet curb to curb. The locally improved portion will contain sanitary and storm drainage facilities.

Activities/Land Uses Adjacent to Project

The proposed road improvements and road extension traverse and serve an area that is presently rural in character, but is in transition to a more developed, urban landscape. As shown on Figure 3, the land use pattern along 122nd Avenue south of Sunnyside Road consists of large lot, residential development. About 50% of the parcels immediately adjacent to 122nd Avenue are 1 to 5 acres in size, while another 20% are over 5 acres. Some of the parcels support small orchards and nursery stock. Also contributing to the rural nature of the area is the Agricultural Land Lab, approximately 57 acres owned by North Clackamas School District used for animal husbandry and agriculture purposes. The route of the proposed extension of Hubbard Road to Highway 212 would head east from the end of the existing roadway across pasture land and then turn in a southerly direction, descending approximately 150 feet to Highway 212. The hillside contains some hemlock trees, vine maple, and abandoned walnut and filbert orchards near the top of the hill.

The rural character is being altered with the development of subdivisions as allowed by current County zoning. At present, four subdivisions containing 139 lots are located near Mather Road and 122nd Avenue. An undeveloped, 140 lot subdivision has been approved on Hubbard Road to the east of the Agricultural Land Lab.

A 101 unit mobile home park is currently pending approval on the northeast corner of 122nd and Davis Road (See Figure 3). Existing residences adjacent to 122nd vary in set back from centerline; most vary from 50 to 75 feet. Existing residences on David Road are generally set back in excess of 100 feet. An existing residence west of the Land Lab has approximately a 20-foot setback. As this is in the parcel to be developed as a mobile home park, the structure will be razed.


Approved Undeveloped Subdivision
MOBILE HOME PARK
POLICY & PROJECT DIVISION
CLACKAMAS CO. DEPT OF ENVIRONMENTAL SERVICES
EXISTING LAND USE
Residential
Agricultural
Industrial
School District
Undeveloped land.
Abandoned Orchard
SOUTHEAST HUBBARD ROAD EXTENSION
FIG. 3
NORTH
0
500
SCALE IN FEET

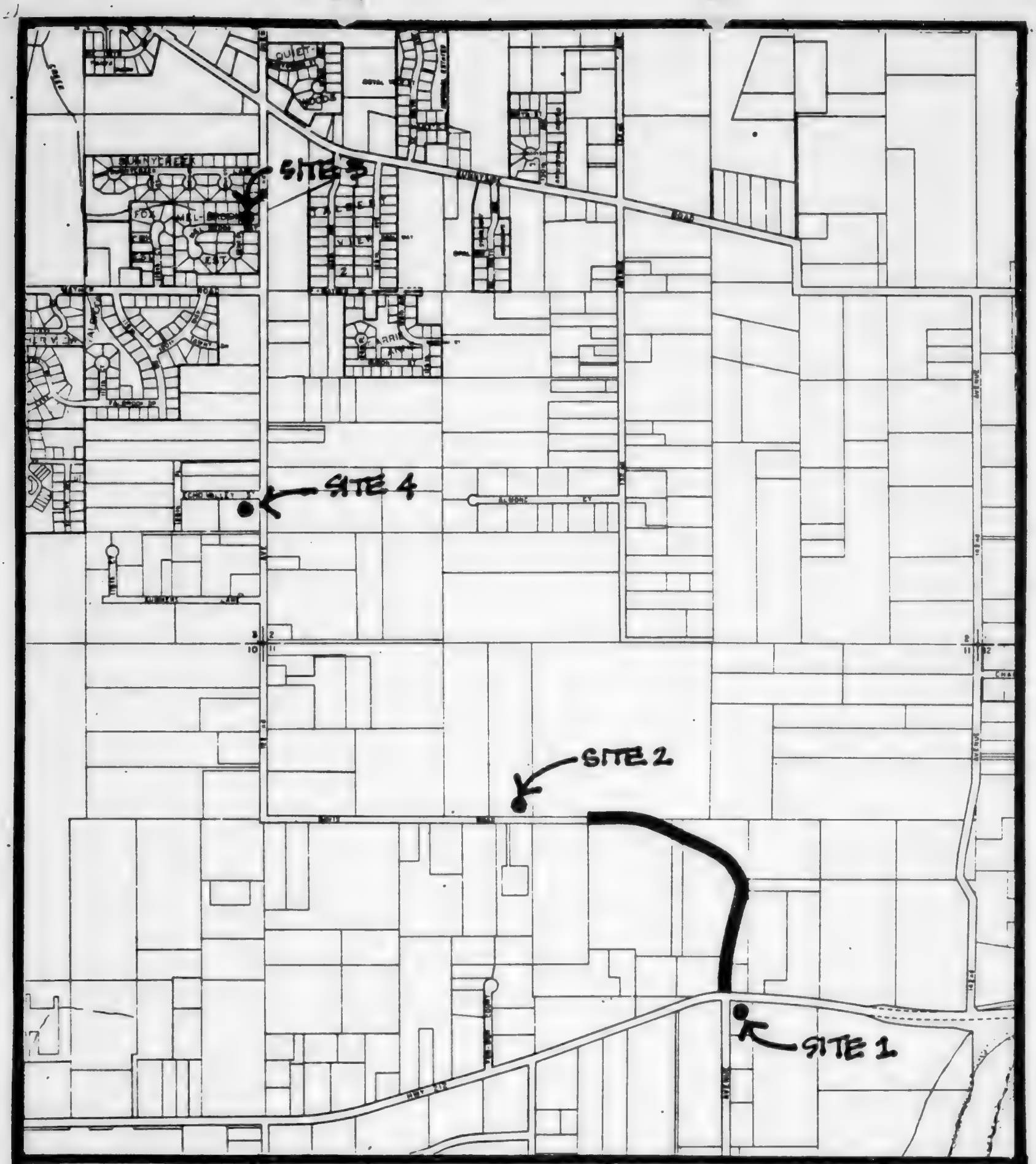
Measured Noise Levels

Four site locations were chosen at which to take noise measurements. These measurements were selected as being representative of the existing noise environment (see Figure 4). Existing noise levels were measured with a Nagra IV-S tape recorder in conjunction with a B&K Type I Sound Meter, Model 2209. This sound level meter meets the requirements set forth by the American National Standards Institute (ANSI). ANSI establishes specifications for sound level meters which are included in ANSI S1.4-1971.

Measurements were made to determine existing noise levels and to determine traffic generated noise impacts on receptors. Measurement locations were selected to establish ambient noise levels which include highway traffic. This information provides a base for assessing the impact of traffic noise increases due to proposed improvements on the new right-of-way and impacts within the impact assessment area (see Figure 2). The noise measurements are summarized in Table 1.

Predicted Traffic Noise Levels

Traffic data used for noise predictions and the resulting calculated noise levels are listed in Table 2. The evaluation of traffic noise and the consideration of mitigation measures is required by the Federal Highway Administration through the Federal Highway Program Manual 7-7-3. Peak hour was found to be the period in which maximum noise levels would regularly occur, hence traffic conditions for that period were modeled to determine "worst case" conditions for study years 1983 and Build/No Build 2003. An SR59 version of the FHWA Highway Traffic Noise Prediction Model (FHWA RD 77-108) was used to predict noise levels at 50 feet from the road centerline to determine if receptors (residences) adjoining the project would be impacted by traffic noise. Noise levels at Highway 212/135th were predicted at 100 feet from centerline. This prediction method utilizes auto, light and heavy truck volumes, vehicular speeds, distance and attenuation due to topography.



POLICY & PROJECT DIVISION CLACKAMAS CO. DEPT. OF ENVIRONMENTAL SERVICES	NOISE MEASUREMENT LOCATIONS	SOUTHEAST HUBBARD ROAD EXTENSION	FIG. 4 NORTH 0 500 SCALE IN FEET

TABLE 1

NOISE MEASUREMENT RESULTS
S. E. HUBBARD ROAD (EXTENSION)

Clackamas County
March 29, 1984

	Leq	Time	Comments
Site #1 Hwy. 212 @ 135th	68 dBA*	9:15 A.M.	Background industrial noise
Site #2 End of David Road	47 dBA	10:05 A.M.	Light aircraft background noise
Site #3 122nd @ Mel-Brook	57 dBA	11:00 A.M.	Light aircraft background noise
Site #4 122nd @ Echo Valley	55 dBA	11:40 A.M.	Light aircraft background noise.

* Sound pressure is measured in decibels (dB). The decibel scale is logarithmic; therefore, a doubling of sound pressure results in a 3 dB increase. A 10 dB increase, however, is required before a doubling of loudness is perceived. Of the several types of weighted or adjusted scales, the "A" scale is used because it approximates human hearing. Sound pressure levels are expressed in dB "A" to indicate this. Leq is the continuous equivalent sound level which would contain the same acoustic energy as the time-varying sound level for the same duration. Thus, the term "Leq 67 dBA" then indicates the "average" sound pressure level of 67 decibels on the A-weighted scale for a period of one hour.

400/13

TABLE 2

TRAFFIC VOLUME BY CLASS AND PREDICTED NOISE LEVELS
(Peak Hour Traffic)

Receptor	Year	Roadway	Autos	Med. Trucks	Heavy Trucks	Speed MPH	Leq dBA at 50' from Centerline	
1								
Hwy. 212 @ 135th	1983	212) Eastbound	806	65	50	45)		*
Existing		) Westbound	1,174	43	94	45)	63	
		135th	--	--	--	--	--	
1								
No Build	2003	212) Eastbound	1,316	276	92	45)		*
		) Westbound	1,978	206	136	45)	65	
		135th	--	--	--	--	--	
1								
Build	2003	212) Eastbound	893	95	63	45)		*
		) Westbound	1,339	142	95	45)		
		135th) Northbound	625	48	17	30)	64	
		) Southbound	625	48	17	30		
2								
Hubbard at	1983	Hubbard) E.Bnd.	8	0	0	35)		
Land Lab		) W.Bnd.	10	1	0	35	38	
2								
No Build	2003	Hubbard) E.Bnd.	281	8	1	35)		
		) W.Bnd.	188	5	1	35)	45	
2								
Build	2003	Hubbard) E.Bnd.	553	6	2	35)		
		) W.Bnd.	553	6	2	35)	48	

....Cont'd. on next page

*Leq dBA @ 100' from centerline.

TABLE 2 (Cont'd)

Receptor	Year	Roadway	Autos	Med. Trucks	Heavy Trucks	Speed MPH	Leq dBA at 50' from Centerline
3							
122nd @ Mel-Brook	1983	Sunnyside) E.Bnd.	273	15	2	45)	
		) W.Bnd.	414	18	3	45)	
		122nd) N.Bnd.	76	4	7	30)	45
		S.Bnd.	76	4	7	30	
3							
No Build	2003	Sunnyside) E.Bnd.	915	63	7	45)	
		) W.Bnd.	1,388	80	9	45)	
		122nd) N.Bnd.	378	22	2	30)	46
		) S.Bnd.	250	16	2	30)	
3							
Build	2003	Sunnyside) E.Bnd.	858	58	6	45)	
		) W.Bnd.	1,300	75	8	45)	
		122nd) N.Bnd.	484	6	2	30)	47
		) S.Bnd.	484	6	2	30)	
4							
122nd @ Echo Way	1983	122nd) N.Bnd.	29	18	0	30)	
		) S.Bnd.	29	18	0	30)	43
4							
No Build	2003	122nd) N.Bnd.	378	22	2	30)	
		) S.Bnd.	250	16	2	30)	49
4							
Build	2003	122nd) N.Bnd.	484	6	2	30)	
		) S.Bnd.	484	6	2	30)	46

Comparison of Predicted Noise Levels with Existing Noise Levels

Table 3 summarizes measured and predicted traffic noise levels at the four receptor locations. Noise predictions at Receptor One (Hwy. 212/135th) were made 100 feet from Highway 212 centerline to be consistent with measured levels. All other predictions are 50 feet from centerline. Predicted traffic noise levels are less than measured noise levels. As the model predicts only traffic noise, the additional measured dBA can be attributed to background noise. Although the most apparent background activity occurred at Receptor One, measured versus predicted difference is greatest at receptors Three and Four. At both Receptors Three and Four, under-predictions from measured noise levels are the same (Leq 12 dBA). Again, as the model predicts only traffic noise, and measured traffic volumes by class of vehicle were used for 1983 predictions, the difference can be attributed to background noise.

TABLE 3

COMPARISON OF MEASURED AND PREDICTED TRAFFIC NOISE LEVELS
In dBA Leq

		Measured	Predicted		
		Existing	1983	2003	2003
Receptor No.	Location			No Build	Build
1	Hwy. 212 @ 135th	68	63	65	64
2	Hubbard Rd. @ Land Lab	47	38	45	48
3	122nd @ Mel-Brook	57	45*	46*	47*
4	122nd @ Echo Valley	55	43	49	46

*Includes traffic noise from Sunnyside Road and assumes no structural shielding.

Discussion of Traffic Noise Impacts

As shown on Table 3, there are slight noise impact differences between the Build/ No Build alternatives. The most notable difference is at Receptors Two and Four. No Build at the Land Lab is predicted to be 3 dBA quieter than Build. The reverse occurs at 122nd/Echo Valley where Build is 3 dBA quieter than No Build. The Build option is 1 dBA quieter at Receptors One and Three than the No Build option. Hence, impacts of Build versus No Build are minor.

Predicted 1983 versus predicted 2003 Build traffic noise increases are minor with the exception of the Land Lab (Receptor 3) where a 10 dBA increase (Leq 38 dBA to Leq 48 dBA) is predicted. Although a 10 dBA increase is a doubling of loudness and is considered significant, it still falls well below the FHWA Noise Abatement criteria for land use categories B and E (See Table 4). The school facility site 220 feet north of the existing Hubbard Road centerline. The Leq 67 dBA contour is not at issue. Structural noise attenuation (with open window conditions) is approximately 10 dBA, well below the interior noise abatement criteria level of 52 dBA.

In all residential areas, predicted traffic noise levels are well below the Leq 67 dBA exterior noise criteria. No existing residences are believed to be closer than 50 feet to the centerline of 122nd or Hubbard Roads in the local or federal improvement areas. One residence adjacent to the Land Lab is to be removed. The residence on the southwest corner of 122nd and Sunnyside is closer than 50 feet to centerline of 122nd, however, is more impacted by noise levels from Sunnyside Road than the extension of Hubbard Road.

TABLE 4

NOISE ABATEMENT CRITERIA
Hourly A-Weighted Sound Level - Decibels (dBA)

Activity Category	Design Noise Levels (Leq)	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	Undeveloped lands.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

SOURCE: U. S. Department of Transportation, Federal Highway Administration, Federal-Aid Highway Program Manual, Vol. 7, Ch. 7, Sec. 3, Table 1.

Consideration of Noise Abatement Measures

since predicted traffic noise levels are well below FHWA noise abatement criteria, no noise abatement actions were evaluated and none are recommended.

Construction Noise Analysis

Construction noise is expected to create a temporary adverse noise contition on this project. However, construction noise rarely occurs in any one location for an extensive period of time.

Actual construction noise levels vary so much from project to project that specific noise levels are hard to predict accurately. Hence, the prediction technique is limited to the discussion of noise emission levels for common construction equipment. Table 6 provides this information, grouping construction equipment according to mobility and operating characteristics.

Because no occupied residential dwelling units are in the general vicinity of the project, no specific mitigation measures are identified, however, noise will be subject to Section 107.32 of the Oregon Highway Division Standard Specifications (attached), if noise sensitive situations are encountered.

Should a specific noise impact complaint occur during the construction of the project, the constractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer:

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

2. Shutting off idling equipment.

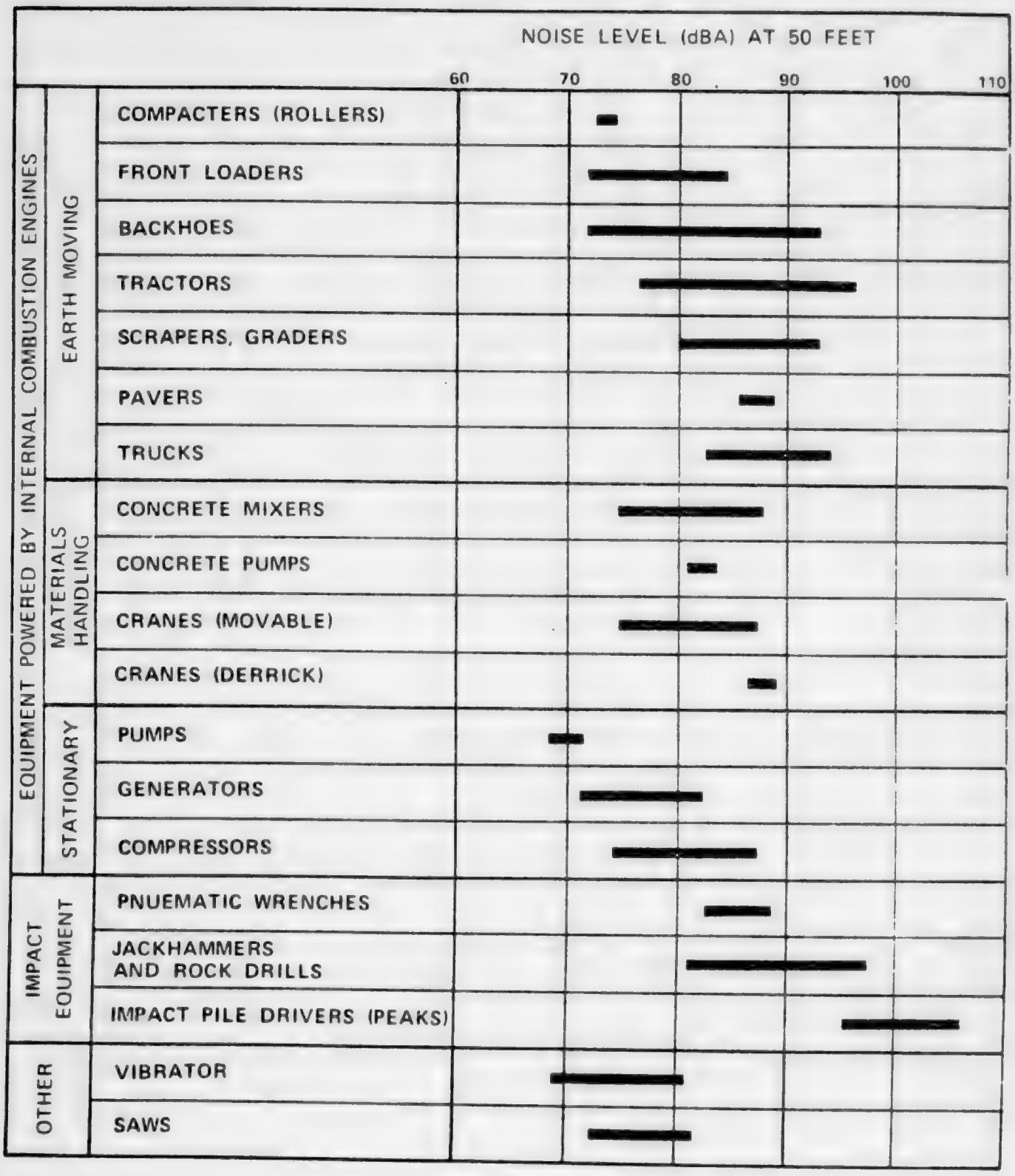
3. Schedule noise construction operations near the middle of the day.

4. Notify nearby residents whenever extremely noise work will be occurring.

5. Provide portable acoustic barriers.

TABLE 5

CONSTRUCTION EQUIPMENT NOISE RANGES



no liability upon the Engineer, or his authorized assistants, either personally or as officials of the State, as they act solely as the agents and representatives of the State.

107.30 No Waiver of Legal Rights - The Division shall not be precluded or estopped by any measurement, estimate or certificate made either before or after the completion and acceptance of the work and payment therefor from showing the true amount and character of the work performed and materials furnished by the Contractor, nor from showing that any such measurement, estimate or certificate is untrue or is incorrectly made, nor that the work or materials do not conform in fact to the contract. The Division shall not be precluded or estopped, notwithstanding any such measurement, estimate or certificate, and payment in accordance therewith, from recovering from the Contractor or his sureties, or both, such damages as it may sustain by reason of his failure to comply with the terms of the contract. Neither the acceptance by the Commission, or by any representative of the Commission, nor any payment for or acceptance of the whole or any part of the work, nor any extension of time, nor any possession taken by the Division, shall operate as a waiver of any portion of the contract or of any power herein reserved, or of any right to damages herein provided. A waiver of any breach of the contract shall not be held to be a waiver of any other or subsequent breach.

107.31 Conflict of Interest - No gift, loan or other thing of value shall be given or offered to any employee, agent or officer of the Oregon State Highway Division in connection with the award or performance of any contract. No renting, leasing or purchasing of equipment, supplies, or materials will be arranged or made with or through any employee, agent or officer of the Division by the Contractor. No employment on a specific project shall be offered by the Contractor to an employee of the Highway Division.

107.32 Noise Control - The Contractor shall conduct his operations in conformity to all applicable laws and regulations governing construction noise, as well as ordinances or resolutions enacted or adopted by local authorities for the purpose of controlling construction noise and noise nuisance. Pursuant to the above, means to be exercised by the Contractor include, but are not limited to the following:

(a) General time restrictions:

(a-1) No construction operations shall be performed within 1,000 feet of any occupied dwelling unit on Sundays, legal holidays, and between the hours of 10:00 p.m. and 6:00 a.m. on other days, without the approval of the Engineer.

(a-2) No pile driving or blasting operations, if required, shall be performed within 3,000 feet of any occupied dwelling unit on Sundays, legal holidays, and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the Engineer.

(b) Requirements for equipment used on the project:

(b-1) Noise control devices shall be no less effective than those provided on original equipment.

(b-2) Exhausts shall be muffled.

(b-3) Equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

(c) Requirements during operation - Should a specific noise complaint occur during construction, the Contractor, at his own expense, may be required to implement one or more of the following, as directed by the Engineer:

(c-1) Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

(c-2) Shut off idling equipment.

(c-3) Reschedule construction operations to avoid periods of noise annoyance.

(c-4) Notify nearby residents whenever extremely noisy work will be occurring.

(c-5) Install temporary or portable acoustic barriers around stationary construction noise sources.

(c-6) Place material stockpiles between crushing or screening operations and the affected dwelling.

84-329

AMENDMENT NO. 2
TO
AGREEMENT TO FURNISH ENGINEERING SERVICES
TO
CLACKAMAS COUNTY
FOR
S.E. DAVIS ROAD AREA LOCAL IMPROVEMENT DISTRICT

This amendment supplements the original Agreement between CLACKAMAS COUNTY (the OWNER) and DE HAAS & ASSOCIATES, INC. (the ENGINEER), dated October 6, 1983. ARTICLE 2 and ARTICLE 5 of said Agreement are hereby amended as follows and made a part of the Agreement.

ARTICLE 2 - SPECIAL SERVICES OF THE ENGINEER

Paragraph 2.10 of ARTICLE 2 of the Agreement shall be amended to include the following:

2.10.3 Furnish personnel and equipment required to perform subsurface explorations for determining geologic foundations and/or construction conditions, and furnish personnel and equipment required for easement clearing oeprations to facilitate survey work.

2.10.4 Provide engineering and surveying services necessary for redesigning and revising plans for relocating the sanitary sewer across the Allen property with a sewer line located in S. E. Hubbard Road.

The ENGINEER agrees to the inclusion of these Special Services to the Agreement, and agrees to perform these Special Services as stated and defined above upon execution of this Amendment.

ARTICLE 5 - PAYMENTS TO ENGINEERS

Payment to the ENGINEER for Special Services performed under this Amendment shall be as provided in Paragraph 5.1.3 of ARTICLE 5 of the Agreement, and in accordance with the following:

1. The total fee for the Special Service as enumerated in Subparagraph 2.10.3 above shall not exceed $2,000.00 without written approval of the OWNER.

2. The total fee for the Special Service as enumerated in Subparagraph 2.10.4 above shall not exceed $2,000.00 without written approval of the OWNER.

IN WITNESS WHEREOF, the parties hereto have caused this Amendment No. 1 to be executed in duplicate by their respectively authorized officers or representatives as of this 10th day of November, 1983.

ENGINEER:
DE HAAS & ASSOCIATES, INC.

Marlon De Haas

2/29/84
Date

CLACKAMAS COUNTY
BOARD OF COMMISSIONERS

Chairman - Robert Schumacher

Ralph Groener
Commissioner - Ralph Groener

Dale Harlan
Commissioner - Dale Harlan

APPROVED AS TO CONTENT:

Director, Department of
Environmental Services

APPROVED AS TO FORM:

Legal Counsel

CON 21-8
Clack.
Co.

February 10, 1984

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

ACR 4

MISC. CONTRACTS and
AGREEMENTS No. 7035

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for construction of the Hubbard Road Extension of FAU Route No. 9739.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

dc
Att.

bc: Gary Potter (agreement attached)

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: H. S. Coulter
State Highway Engineer

DATE: December 5, 1983

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Proposed Interstate Transfer Project

Clackamas County is requesting approval of a project not included in the approved Six-Year Highway Improvement Program. The proposed project will extend Hubbard Road easterly and southerly to the Clackamas Highway at the intersection with 135th Avenue. The County, through an LID, is improving the existing roadway section westerly of this project. Completion of these projects will create a new north-south arterial connecting Sunnyside Road and the Clackamas Highway. The County will perform the field survey and prepare preliminary plans and specifications. State will prepare contract documents, award contracts, and supervise construction of the project. Funding will be with Interstate Transfer funds at 85 percent and 15 percent from Clackamas County, with no cost to State. The project limits are shown on the attached map. In Summary:

JURISDICTION	SECTION	TOTAL EST. COST	FEDERAL FUNDS	COUNTY SHARE
Clackamas Co.	Hubbard Road Extension	$356,000	$302,600	$53,400

Metro Region and this office investigated the proposed project confirming its validity and financing utilizing Interstate Transfer funds. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

H. S. Coulter
State Highway Engineer

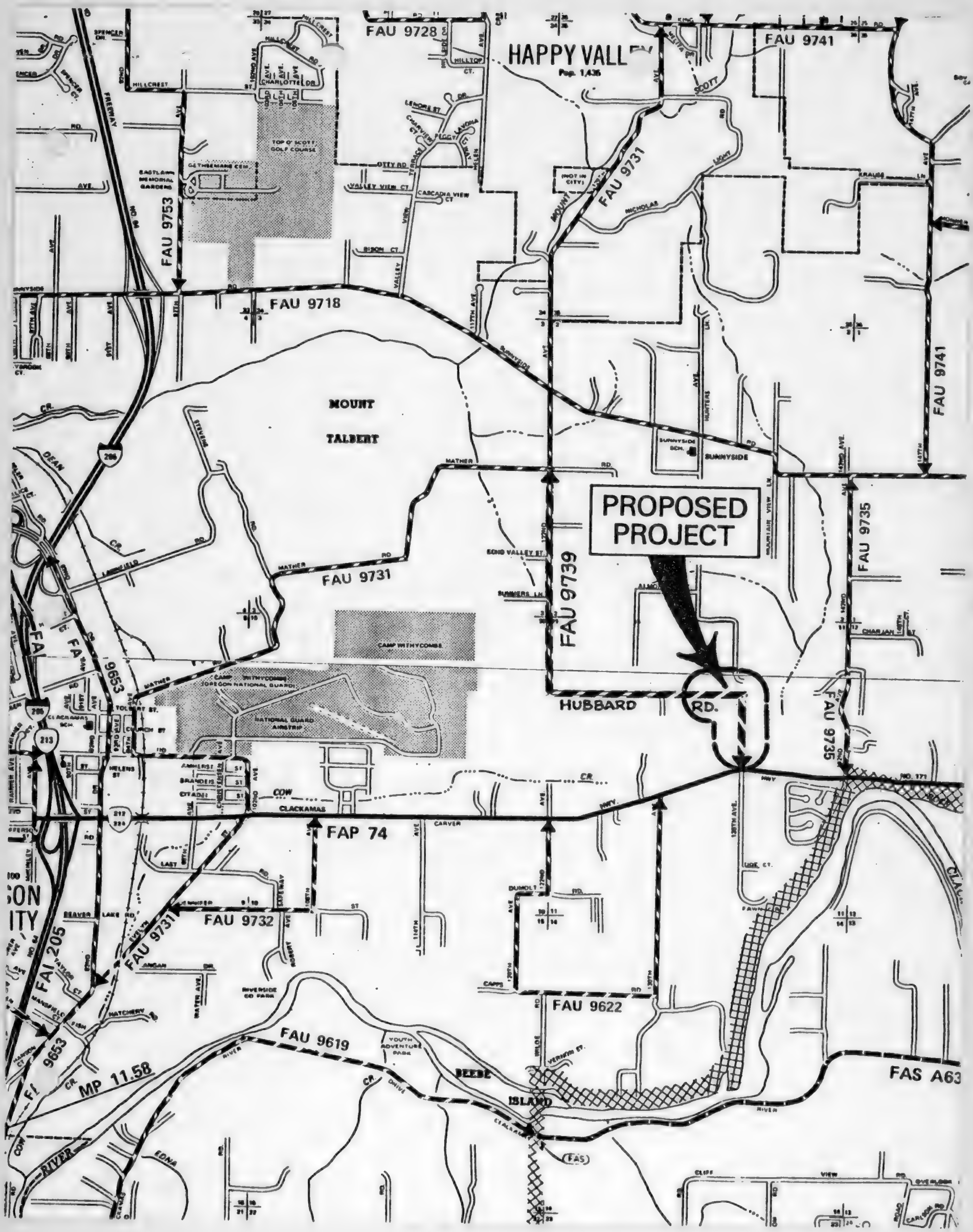
Date 12/6/83

GEZ:pf
Attachment

12-7
Original to Engineer - Potter
cy file

RECEIVED
STATE HWY ENGR
DEC 6 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387


FAU 9728
HAPPY VALLEY
Pop. 1,435
FAU 9741
FAU 9731
FAU 9753
FAU 9718
MOUNT TALBERT
FAU 9741
PROPOSED PROJECT
FAU 9731
FAU 9739
FAU 9735
HUBBARD RD.
FAP 74
FAU 9732
FAU 9731
FAU 9622
FAU 9619
FAI 205
FAI 9653
MP 11.58
FAS A63
BEEBE ISLAND
CLACKAMAS
MATHER RD
SUNNYSIDE
CAMP WITHYCOMBE
OREGON NATIONAL GUARD
NATIONAL GUARD AIRSTRIP
TOP O' SCOTT GOLF COURSE
EASTLAWN MEMORIAL GARDENS
RIVERSIDE GO PARK
YOUTH ADVENTURE PARK
CLACKAMAS RIVER
EDNA

CON 21-8

nig cc: OSHD (Coul r)

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIST: TION

Clack. Co.

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9739(1)		
2. STATE PROJECT NO. See Below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division Salem, Oregon	4. PROGRAM NO.	2A. COUNTY NAME Clackamas
	5. ITEM NO. 40129	

2-2-84

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
2-3-84	FAU 9739	County Road

10. GENERAL LOCATION:

HUBBARD ROAD EXTENSION

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's PEA dated 1-19-84 you are authorized to proceed with all phases of Preliminary Engineering necessary for adoption of a Final Environmental Impact Statement. For the purpose of the EIS the project limits to be incorporated are from Sunnyside Road to Highway 212. TEC $51,500; FF $43,775.

RECEIVED
STATE HWY ENGR
FEB 10 '84
REFER TO
Potter
FOR

Info	Inve	R/D	D R	Sign	Act	

Orig. to 2/10

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2-3-84	D. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,118

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: January 30, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Documentation & Citizen Involvement
Item No. 40129
Project No. IX-9739(1)
Hubbard Road Extension
Clackamas County

I am forwarding Clackamas County's documentation and citizen involvement (from the present to the project inception) consisting of the following:

1) Letter of January 27 to Cliff Christianson of your staff.
2) Table of Contents for exhibits.
3) Board of County Commissioners Order No. 83-1466.
4) Exhibits "A" through "O".

I understand Cliff had requested this material in order to determine if this project is eligible for Federal funding.

JLG:bkb
Enclosures

cc: Jon Rose (Metro)
General Files
Gary Zehner w/att

Form 734-3122

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

JOHN C. McINTYRE, Director
THOMAS J. VANDERZANDEN, Project Development Director
WINSTON W. KURTH, Deputy Director
DAVID R. SEIGNEUR, Development Agency Director
BENJAMIN R. RAINBOLT, Administrative Services Director

January 27, 1984

Cliff Christianson, Area Engineer
F. H. W. A.
Equitable Center Suite 100
530 Center St. N.E.
Salem, OR 97301

Enclosed please find the HUBBARD ROAD documentation and citizen involvement exhibits.

These exhibits show the extensive processes that we went through to develop the transportation element and identify the Hubbard Road (Davis Lane) project.

We are confident that you will make an affirmative decision in our favor.

Please review and let us know of your decision by February 3rd. It is essential because of our time constraints.

If you have any questions please do not hesitate to call me at 655-8521.

BERNARD L. STRAIGHT - Traffic Engineer
Policy & Project Development Division

/hb

cc: Jon Rose

902 ABERNETHY ROAD ★ OREGON CITY, OREGON 97045 ★ (503) 655-8521

MEMORANDUM

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS STATE OF OREGON

JOHN C. McINTYRE, Director
THOMAS J. VANDERZANDEN, Project Development Director
WINSTON W. KURTH, Deputy Director
DAVID R. SEIGNEUR, Development Agency Director
BENJAMIN R. RAINBOLT, Administrative Services Director

MEMO TO FILE

FROM: BERNARD STRAIGHT - TRAFFIC ENGINEER

DATE: JANUARY 26, 1984

SUBJECT: HUBBARD ROAD DOCUMENTATION AND CITIZEN INVOLVEMENT

Exhibits: The following exhibits document HUBBARD ROAD from the present back to its inception. All Comprehensive Plan documents and related materials received full public attention via citizen groups, workshops, advertised hearings, etc.

A. December 1983 - Draft of warrant circular prepared by Foster & Marshall/ American Express Inc., for review by Clackamas County. Implementation of the project to be financed by LID; on Page 3 - Federal grant has allocated $500,000 to decrease assessments levied.

B. November 1983 - Amendment No. 1 to Engineering Services agreement between Clackamas County and DeHass & Associates. Services included are survey monumentation and street design plans for Hubbard Road Extension. A copy of the Board of County Commissioners' action attached.

C. October 1983 - Agreement between Clackamas County and DeHass & Associates for engineering services for Hubbard Road Extension. Copy of Board of County Commissioners' action attached.

D. September 1983 - Board of County Commissioners authorizes issuance of general obligation warrants for financing Local Improvement District for construction of road, storm drainage and sanitary sewer facilities.

E. August 1983 - Board of County Commissioners' order directing that a lien may be imposed on properties in the L.I.D. and that the Hubbard Road Project should proceed.

F. December 1981 - Assignment Agreement between Rivercrest Construction Co. and Clackamas County for funds for right-of-way acquisition for Hubbard Road Extension.

G. November 1981 - Citizen petition submitted in favor of right-of-way acquisition and formation of Local Improvement District for Hubbard Road Extension.

H. October 1981-December 1981 - Proposed Clackamas Area Improvement and Design Plan is adopted by Board of County Commissioners. It identified facilities needs of Clackamas area in order to establish an improvement plan and development strategy. The Hubbard Road Extension is identified on Map #3.

902 ABERNETHY ROAD ★ OREGON CITY, OREGON 97045 ★ (503) 655-8521

I. September 1981 - Assignment Agreement between Clackamas County and Rivercrest Construction. Rivercrest Construction to provide funds for right-of-way acquisition for Hubbard Road (Davis Lane) Extension.

J. June 1980 - Citizen and Agency Improvement - "Planning Background Report" was prepared in conjunction with Comprehensive Plan. It summarizes citizen and agency involvement process.

K. June 1980 - Transportation "Planning Background Report" details transportation system in County and discusses future transportation issues.

L. June 1980 - Clackamas County Comprehensive Plan adopted. Transportation element begins on Page 87 with the Hubbard Road (Davis Lane) Extension shown on map V-1, and specifically mentioned on Page 105.

M. 1978 - Clackamas County receives national recognition for its citizen participation effort in planning process. Recipient of 1978 National Association of Counties' Achievement Award.

N. August 1974 - Clackamas County adopts first Comprehensive Plan. The transportation element begins on Page VII-1. The Hubbard Road (Davis Lane) Extension is mentioned specifically in text on Page VII-9 and depicted on Map VII-A.

O. August 1971 - Clackamas County Planning Staff prepares Comprehensive Plan for County Commissioners' acceptance, however, adoption did not occur until August 1974, following substantial revisions. The transportation element begins on Page 119. Specific mention is made of the Hubbard Road (Davis Lane) Extension on Page 131 with the proposed road being depicted on Page 123.

WPS/hb

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Assigning $500,000 of Federal Aid Urban Funds to the Road Project, Extension of Hubbard Lane from the Intersection of Hwy. 212 at 135th, Northerly to a Connection of the Existing Roadway

ORDER NO. 83-1466

This matter coming before the Board at this time resulting from the Department of Environmental Services efforts to implement the extension of Hubbard Lane as shown in the County's comprehensive land use plan, and it appearing that Hubbard Lane and 122nd Avenue have been designated as FAU routes and that Clackamas County as a result of the 1982 Federal Transportation Act obtained $2,339,000 in reserve funds, and

It further appearing that a local improvement district has been formed to provide sewer service to this area and improve a portion of the existing road, and

It further appearing that a public benefit to the extension of Hubbard Lane results due to the improved connectivity and traffic improvements, now therefore

IT IS HEREBY ORDERED that $500,000 of the $2,339,000 Clackamas County FAU reserve fund be assigned to the extension of Hubbard Lane.

DATED this 4th day of ~~July~~ August 1983.

BOARD OF COUNTY COMMISSIONERS

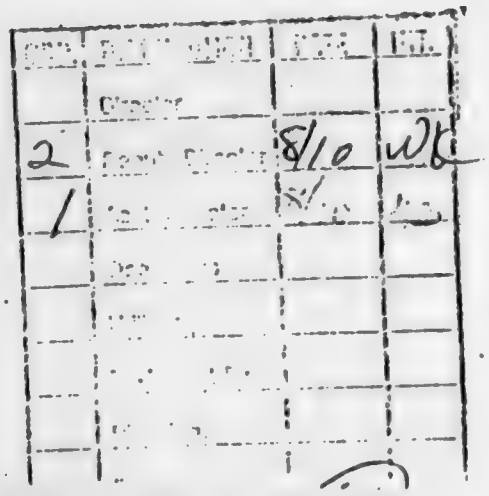
Robert Schumacher, Chairman

Ralph Groener, Commissioner

Dale Harlan

Dale Harlan, Commissioner

2/1



TO: Dale E. Wilken 10,118
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
1-19-84 REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. U	ROUTE NO. STATE
Co. Rd. Hubbard Rd. "Hubbard Road Extension"	580	40129	IX-9739(1)	9739	Co. Rd.

Access Control None Parking Restrictions Partial System Revision 11-28-83

Airports (within 2 Mi.) Camp Withycombe National Guard Airstrip ROW 60' normal

Water Development None Recreation & Historical Areas None

County Clackamas Code 005 (Mt. Hood Transfer)

A-95 Review:

State Cl. Ho..... Exempt___ Date Approved 1-17-84 PNRS OR 831208-012-2

Dist. 2 Cl. Ho. ..... Exempt___ Date Approved In MSD TIP No Reply___

Project Environmental Actions: FHWA Concurrence Dated 11-21-83

1-EIS _____ 2-Categorical Exclusion _____ 3-Draft Assessment & FONSI X

Notes: (1) Project in Congressional District 3 .

(2) Included in MSD FY '84 AE/TIP on page 70, item No. 120.

(3) In Interstate transfer Concept Program Page 22 Item No. 45

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

___ All Phases
X All Phases thru Final Envir. Document
___ X Incl. Archeological Salvage
___ " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 65,000
85%	FF	$ 55,250
	STATE	$ ---
	CO.	$ 9,750

For PR-37:

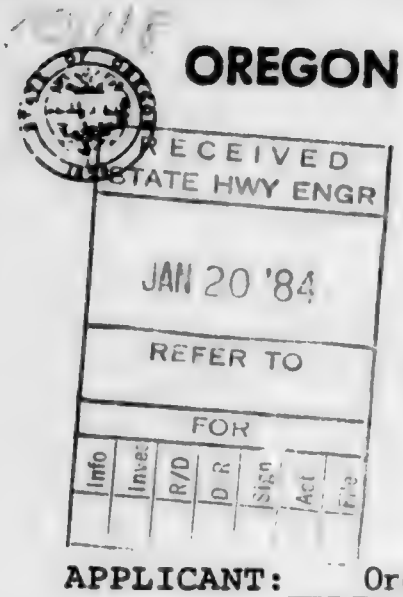
Field Phase	$51,500
PS&E Phase	$13,500

REMARKS:
1) Enclosed is a copy of Part 1, 2 & 4 of the Project Prospectus and project map.
2) Concept approved in December 15, 1983 letter to you from Director of ODOT.

CL:bkb

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
1-19-84	ORIGINAL SIGNED BY GARY A. POTTER — GARY A. POTTER	MANAGER, PROGRAM SECTION

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM



STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-422-3600

PROGRAM SECTION
January 19, 1983
cc: FHWA (1)
State Highway Engineer
Location Unit
Right of Way Section
Road Design Sec. (4)
Environmental Section
Bridge Section
Aeronautics Division
Federal Aid Group
E. L. Hardt, Region 1
H. G. Woodward, District 2

CONCLUSIONS

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: Hubbard Road Extension Section IX-9739(1)

DATE: January 17, 1984 FAU 9739 CLACKAMAS COUNTY

The State has reviewed your project and reached the following conclusions:

- [X] No significant conflict with the plans, policies or programs of state government have been identified.
- [X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.
- [ ] Potential conflicts with the plans and programs of state government:
  - [ ] may exist.
  - [ ] have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
  - [ ] have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

OR 831208-012-2

This number should be used on all correspondence and particularly on SF-424.

Dolores Streeter
Clearinghouse Coordinator

PNRS #3
Revised 10/83

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon 97310
Phone: 378-3732

Management Services Div.
Dept. of Environmental Quality

RECEIVED
DEC 13 1983

PNRS STATE REVIEW

Project #: OR 831208-012-2 Return Date: JAN 13 1984

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Please forward Noise Study Report to DEQ when it is available.

Agency DEQ By Howard W. Harris

PNRS #2 Phone Number 229-6086

CON 21-8
Clark Co.

DATE: January 4, 1984 PRO-CON 21

TO: Governor Victor Atiyeh
Office of the Governor

FROM: Fred D. Miller
Director

SUBJECT: Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of January 15, 1982, requested I keep you informed as to the projects considered to use withdrawn Interstate funds. The projects in the Portland urbanized area submitted during the months of October 1983 through December 1983 are:

1) Oatfield Rd.-E. Portland Freeway Section
2) SE 242nd Ave.-SE 257th Ave. Section
3) Hubbard Road Extension

There were no projects submitted for the Salem urbanized area during this period of time.

The criteria used to select these projects are based on the Region's transportation planning process which embodies a continuing cooperative approach. The projects are included in the Region's Transportation Improvement Program.

JLG:pf

bcc: H. S. Coulter
R. N. Bothman
Gary Potter
J. L. Gaither
Ed Hardt, Metro Region
C. O. Fredrickson, Region 2

DATE: December 15, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

PRO

FROM: Fred D. Miller
Director

SUBJECT: Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to the Director of ODOT on January 15, 1982, by Governor Atiyeh, I request your approval to use Interstate Transfer funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway (I-80N) from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Hubbard Road Extension
Hubbard Road (FAU 9739)
Clackamas County

I have directed the Program Section of the Highway Division to process this project with your office to obligate the Federal Interstate Transfer funds as they are authorized by the Metropolitan Service District.

cc: Metropolitan Service District

JLG:pf:jv

bcc: H. S. Coulter
Gary A. Potter
Ed Hardt, Metro Region

CON 21 - 8
Clack.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO

Date: December 6, 1983

To: Executive Department
Federal-Aid Coordination Unit

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 2C
Section: Hubbard Road Extension Section
Highway: Hubbard Road (Davis Rd.)
County: Clackamas

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be January 23, 1984.

JLG:pf
Attachments

bc: D.E. Wilken, FHWA
H.S. Coulter
R.N. Bothman
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Cam Gilmour
W.J. Hart
E. L. Hardt, Metro Region
H. E. Woodward, District 2C
Aeronautics Division
David Powers, Parks
J.L. Gaither

R. N. BOTHMAN

RECEIVED
ASST STATE HWY ENGR
DEC 7 '83
REFER TO
FOR
Info | Issue | R/D | D/R | Sign | Act | File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation		46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building		46] CITY [60 Salem	76] ZIP [69 97310	
04	12] CONTACT PERSON [45 Gary A. Potter		46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6564
01	12] PROJECT TITLE [71 Hubbard Road Extension Section				
11	12] PROJECT LOCATION—CITY Hubbard Road (Davis Rd.)	PROJECT LOCATION—COUNTY Clackamas	PROJECT LOCATION [79 SEC: T: R:		
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)				
06	12] [71 Construct extension of Hubbard Rd. (Davis Rd.) to intersection of State				
07	12] [71 Route 212 at 135th Ave. (See attached Part 3 of Project Prospectus and				
08	12] [71 Project Map).				
09	12] [71				
10	12] [71				

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	$302,600			$53,400		$356,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?			(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Date:	Yes	No	Yes	No	Yes	No
[ ] 29	[ ] 30	TIP	[X] 31	[ ] 32	[X] 33	[ ] 34	[ ] 35	[X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	January	23	1984

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 12/6/83 *

VI. If project includes state funds (12C), identify agency - - - -

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 1 Project, Environmental Impact Statement, according to the 1978 environmental quality guidelines.

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
DAVIS LANE EXTENSION TO HWY. 212

REGION
Metro

ESTIMATED RIGHT-OF-WAY IMPACTS

The right-of-way for the new roadway has recently been acquired by the County. Approximately three (3) acres were involved and no displacements occurred as a result.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The new roadway would cross pasture and wooded agricultural land. The purpose of the project is to provide the necessary roadway to accommodate future multi-family residential development of this rural space in accordance with the County's acknowledged comprehensive plan. By creating a through connection, the existing residences along 122nd Avenue and Davis Lane would be exposed to significantly higher traffic volumes, and the associated impacts.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project would create a new north-south arterial between the developing residential uses along Sunnyside Road and the industrial areas along Highway 212. This would relieve traffic pressure on 142nd and 152nd Avenues.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The new roadway would pass through an abandoned filbert orchard and overgrown grazing land which provides good habitat for songbirds and small mammals. No significant stream courses are involved.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

The area is undeveloped, and the soil strata are largely undisturbed. An archeological survey would be required to determine if any culturally significant sites are present.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The project may be controversial for those residents who are already established along 122nd Avenue and Davis Lane.

RECOMMENDED PROJECT CLASSIFICATION

- [XX] CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
- [ ] CLASS 2 (CATEGORICAL EXCLUSION)
- [ ] CLASS 3 (ENVIRONMENTAL ASSESSMENT)

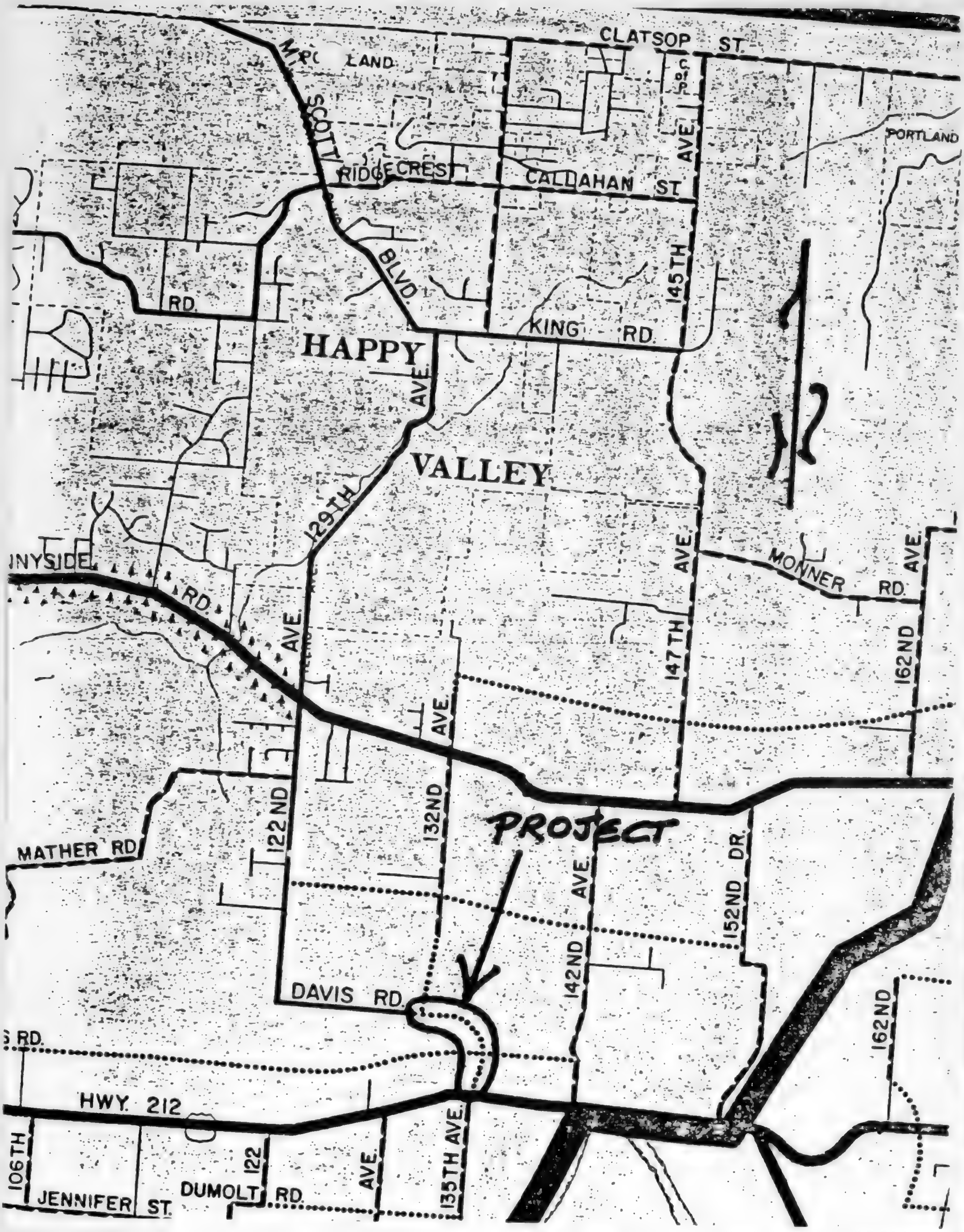
The project would create a new roadway and facilitate development of rural open space and agricultural land.

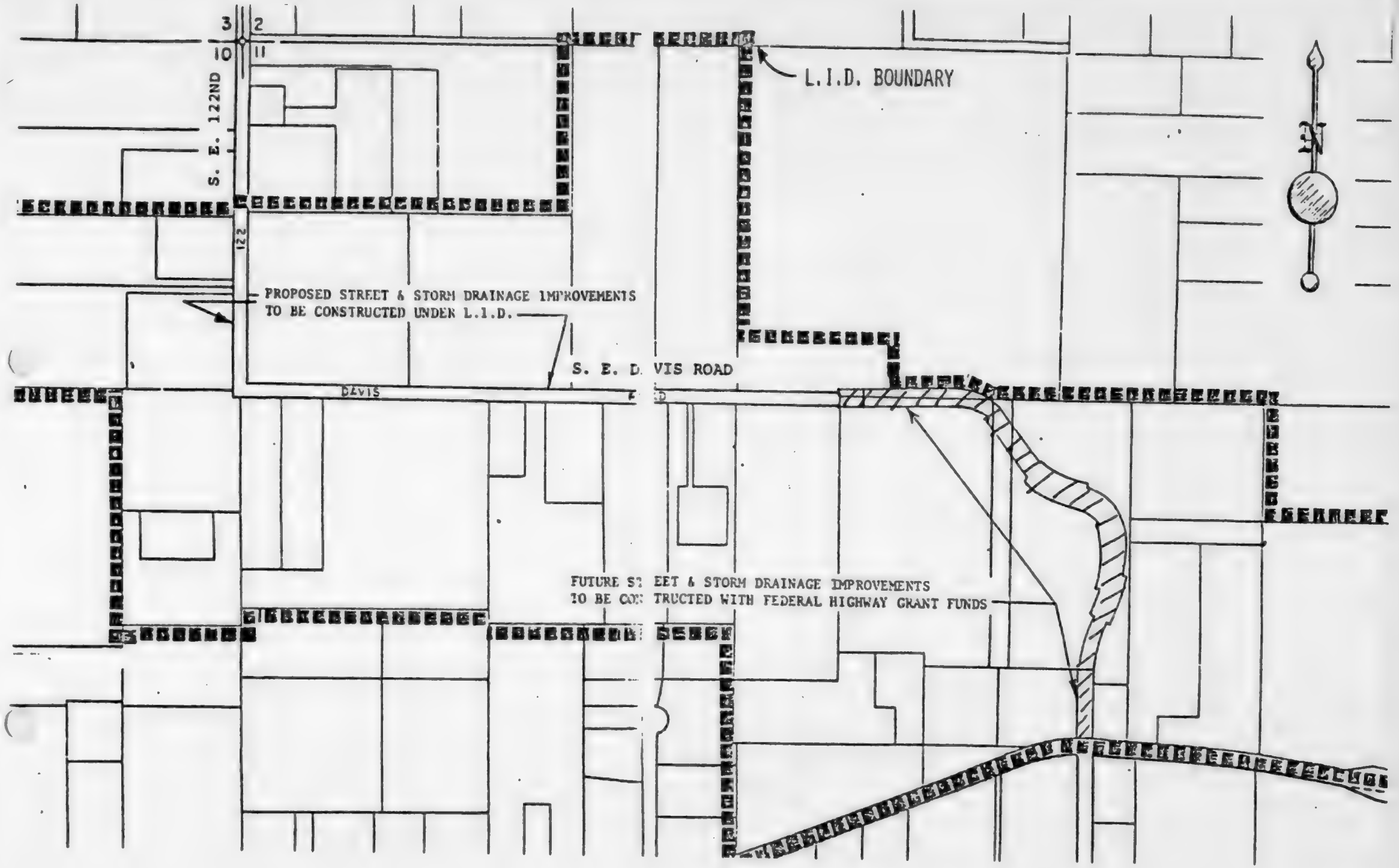
OTHER DOCUMENTATION

Indirect Source Construction Permit
Noise Study Report
Cultural Resource Report

Comment: For the purpose of the Environmental Impact Statement, the project should extend from Sunnyside Road to Highway 212 to provide logical transportation termini.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Jef Kaiser	653-3221	


CLATSOP ST.
MP(LAND
SCOTT
RIDGECREST
CALLAHAN ST.
P.&C.
AVE.
PORTLAND
BLVD.
145TH
RD.
KING RD.
HAPPY
VALLEY
AVE.
129TH
INYSIDE
RD.
AVE.
AVE.
147TH AVE.
MONNER RD.
AVE.
162ND
122 ND
132ND
PROJECT
MATHER RD
142ND AVE.
152ND DR.
DAVIS RD.
162ND
HWY. 212
106TH
JENNIFER ST.
DUMOLT RD.
122
AVE.
135TH AVE.


3
2
10
11
S. E. 122ND
122
L.I.D. BOUNDARY
PROPOSED STREET & STORM DRAINAGE IMPROVEMENTS
TO BE CONSTRUCTED UNDER L.I.D.
S. E. DAVIS ROAD
DAVIS
FUTURE STREET & STORM DRAINAGE IMPROVEMENTS
TO BE CONSTRUCTED WITH FEDERAL HIGHWAY GRANT FUNDS

AMENDMENT NO. 1
TO
AGREEMENT TO FURNISH ENGINEERING SERVICES
TO
CLACKAMAS COUNTY
FOR
S.E. DAVIS ROAD AREA LOCAL IMPROVEMENT DISTRICT

This amendment supplements the original Agreement between CLACKAMAS COUNTY (the OWNER) and DE HAAS & ASSOCIATES, INC. (the ENGINEER), dated October 6, 1983. ARTICLE 2 and ARTICLE 5 of said Agreement are hereby amended as follows and made a part of the Agreement.

ARTICLE 2 - SPECIAL SERVICES OF THE ENGINEER

Paragraph 2.10 of ARTICLE 2 of the Agreement shall be amended to read as follows:

Provide miscellaneous consulting and other services associated with the PROJECT. Such professional services shall include the following:

2.10.1 Provide surveying services necessary to monument the new right-of-way of S.E. Hubbard Lane Extension, from the existing S.E. Hubbard Lane road and right-of-way (formerly known as S.E. Davis Road) to its intersection with State Highway 212.

2.10.2 Provide engineering and surveying services necessary to prepare final design plans for street and storm drainage improvements for the proposed S.E. Hubbard Lane Extension portion between the end of the existing S.E. Hubbard Lane road and State Highway 212.

The ENGINEER agrees to the inclusion of these Special Services to the Agreement, and agrees to perform these Special Services as stated and defined above upon execution of this Amendment.

ARTICLE 5 - PAYMENTS TO ENGINEERS

Payment to the ENGINEER for Special Services performed under this Amendment shall be as provided in Paragraph 5.1.3 of ARTICLE 5 of the Agreement, and in accordance with the following:

1. The total fee for Special Services, as enumerated in Subparagraphs 2.10.1 and 2.10.2 of ARTICLE 2 as amended above, shall not exceed $22,300.00 without written approval of the OWNER.

IN WITNESS WHEREOF, the parties hereto have caused this Amendment No. 1 to be executed in duplicate by their respectively authorized officers or representatives as of this 10th day of November, 1983.

ENGINEER:
DE HAAS & ASSOCIATES, INC.

Marlow J. DeHaas

11/3/83
Date

CLACKAMAS COUNTY
BOARD OF COMMISSIONERS

Chairman - Robert Shumacher

Dale Harlan
Commissioner - Ralph Groener

Dale Harlan
Commissioner - Dale Harlan

APPROVED AS TO CONTENT:

Director, Department of
Environmental Services

APPROVED AS TO FORM:

County Counsel

10236

STATE OF OREGON

INTEROFFICE MEMO

TO: GARY POTTER, Manager
Program Section

DATE: November 8, 1983

FROM: THEODORE A. SPENCE
Plan and Program Manager

SUBJECT: Hubbard Road (Formerly Davis Road)
Hubbard Road Extension to Clackamas Highway
Hubbard Road
Clackamas County

Here is our programming packet for the extension of Hubbard Road. This packet contains the Federal Aid Project Request, agreement information sheet, project prospectus forms, and correspondence from Clackamas County.

Clackamas County officials would like to see this project proceed as quickly as possible through the programming process. The purpose of this project is to provide a north/south connection between Sunnyside and Highway 212. This project is listed in the current TIP on page 67 with $500,000 of Interstate Transfer money set up for the FY '84 annual element. Some of the project (2,000 feet) will be funded by Interstate Transfer and the rest (3,200 feet) will be paid for by Local Improvement District funds. The right-of-way has been purchased by Local Improvement District funds.

The Metro Environmental Unit has identified this project as requiring a Draft and Environmental Impact Statement (Class 1).

Included are estimates for the Region functions on the enclosed Survey Authority. The Location Section should add estimates for the Salem offices. Please contact Robin Brooks (653-3230) when you have the total PE estimate.

TAS:RCB:po

cc: Frank Terpin
Jim McClure
Curt Duval
Tom Schwab
Jef Kaiser

Attachment

11-17-83
Recd.

NOTED
BOB DORAN

cc: Fed Aid
LOC
PCS
ENV
OLIVER

PROGRAM SECTION
PROJECT UNIT
PROGRAM UNIT

81-125-1307

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Plan #10236

SEE INSTRUCTIONS ON REVERSE

KEY ID# 2140

SECTION: Hubbard Road Extension ~~to Highway 213~~ Clackamas Co Rd

REGION: Metro Region

AUTHORIZATION NO.: 1

PREFIX: 203-1922

DATE: 11/8/83

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$ 500	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		40,000	918 LOCATION		900	935 SOILS		200
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		2,000
905 FINAL DESIGN		3,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		500
906 BRIDGE DESIGN		1,000	921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		2,000
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		8,000	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		1,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES		100			
						TOTALS	$	$ 65,000
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: IX-9739(1)

LOCATION ENGINEER'S REMARKS

Clackamas County will perform PE. State will complete final design, write specifications and monitor the project.

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards
Terpin
3 Trout
Wheeler

RECEIVED
FEB 16 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ---/---/---
Action

Approved by Hwy Engr 12-6-82
On Current TIP $500000 FAIX & Local Impru. District Funds

PARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
E. J. Dunn	11/8/83	X	12/23/83
RECOMMENDED, REGION ENGINEER	DATE	APPROVED, ASST HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X		X	
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X		2-3-84	

734-1914 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST Plan #10236

SEE INSTRUCTIONS ON REVERSE

KEY ID # 2140

SECTION "Hubbard Road Extension" ~~to Highway 212~~

REGION Metro Region

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM TO	LENGTH
			2100'

☐ URBAN ☒ RURAL | CITY | COUNTY: Clackamas | ROAD/STREET NAME: Hubbard Road

ROUTE # | FEDERAL AID # | APPLICANT (IF OTHER THAN STATE): Clackamas County

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 65	GRADING (✓)	X		FILES (#)	Already
RIGHT OF WAY		$ 0	PAVING (✓)	X		ACRES (#)	acquired by
ROADWAY	$ 253		STRUCTURES (✓)			RELOCATIONS (#)	County
STRUCTURES	$ 0		SIGNING (✓)	X		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ ~~85~~ 0		SIGNALS (✓)	X		PRELIMINARY ENGINEERING (S,C,A)	A
ILLUMINATION	$ 0		ILLUMINATION (✓)			CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ incl. above					RIGHT OF WAY DESCRIPTIONS (S,C,A)	A
	$		ENVIRONMENTAL CLASS (1,2,3)	1		RIGHT OF WAY ACQUISITIONS (S,C,A)	A
20% ~~15%~~ ENGINEERING & CONTINGENCIES	$ 38		DESIGN CATEGORY (1-7)	5		CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ ~~405~~ 291	WORK TYPE (1-12)	1		☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE ☐ OTHER	
TOTAL ESTIMATE		$ ~~470~~ 356					

FINANCING/PROGRAMMING: RECOMMENDED LETTING DATE (QUARTER/YEAR) 3 / 84 | RECOMMENDED FUNDING SOURCE: FAIX | RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL				$
☐ POSTPONE ☐ CANCEL				$

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	-	2
STRUCTURES (#)	-	-
SIGNALS (#)	-	≡ 1
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	-	14,000
YEAR OF AVERAGE DAILY TRAFFIC	-	2000

DEFINE THE PROBLEM

Planned development of the area requires an additional north/south access between Sunnyside Road and Highway 212.

PROPOSED SOLUTION

Extend Hubbard Rd.to intersect Highway 212 at 135th Ave. This project would construct the new extension only. An L.I.D. and developers would upgrade 122nd Ave. and the existing Hubbard Road.

REQUESTED REGION ENGINEER: X [signature] DATE 8/11/83

APPROVED ASST HWY ENG FOR OPERATIONS: X DATE

APPROVED ASST HWY ENG FOR ADMINISTRATION: X DATE | TRANSP COMM APPROVAL DATE | PROGRAM YEAR | FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

Plan #10236

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Hubbard Road Extension to Highway 212

REGION: Metro Region

ITER: S—STATE E—EXISTING C—CONSULTANT N—NO A—APPLICANT

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	A	STORM SEWER	A	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	A	FLOOD PLAIN	N	CULTURAL RESOURCE	A
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	A	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	A
SOILS INVESTIGATION	A	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	A	RR ENCROACHMENT	N			SIGNALS	A	OLD (#) 0 NEW (#)	0
						UTILITIES	A	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
N	N	N	N

COMPANIES

Storer Cable TV
Portland Gen. Elec.
Pacific NW Bell
Clackamas Water
NW Nat. Gas
Clackamas Sewer Dist. #1

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS
						35	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							NEW	ALIGNMENT								
				6	-	-	12'	-	12'	-	-	6				
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Hubbard Road ~~DAVIS LANE~~ EXTENSION ~~TO HWY. 212~~

REGION Metro

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☒ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☐ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

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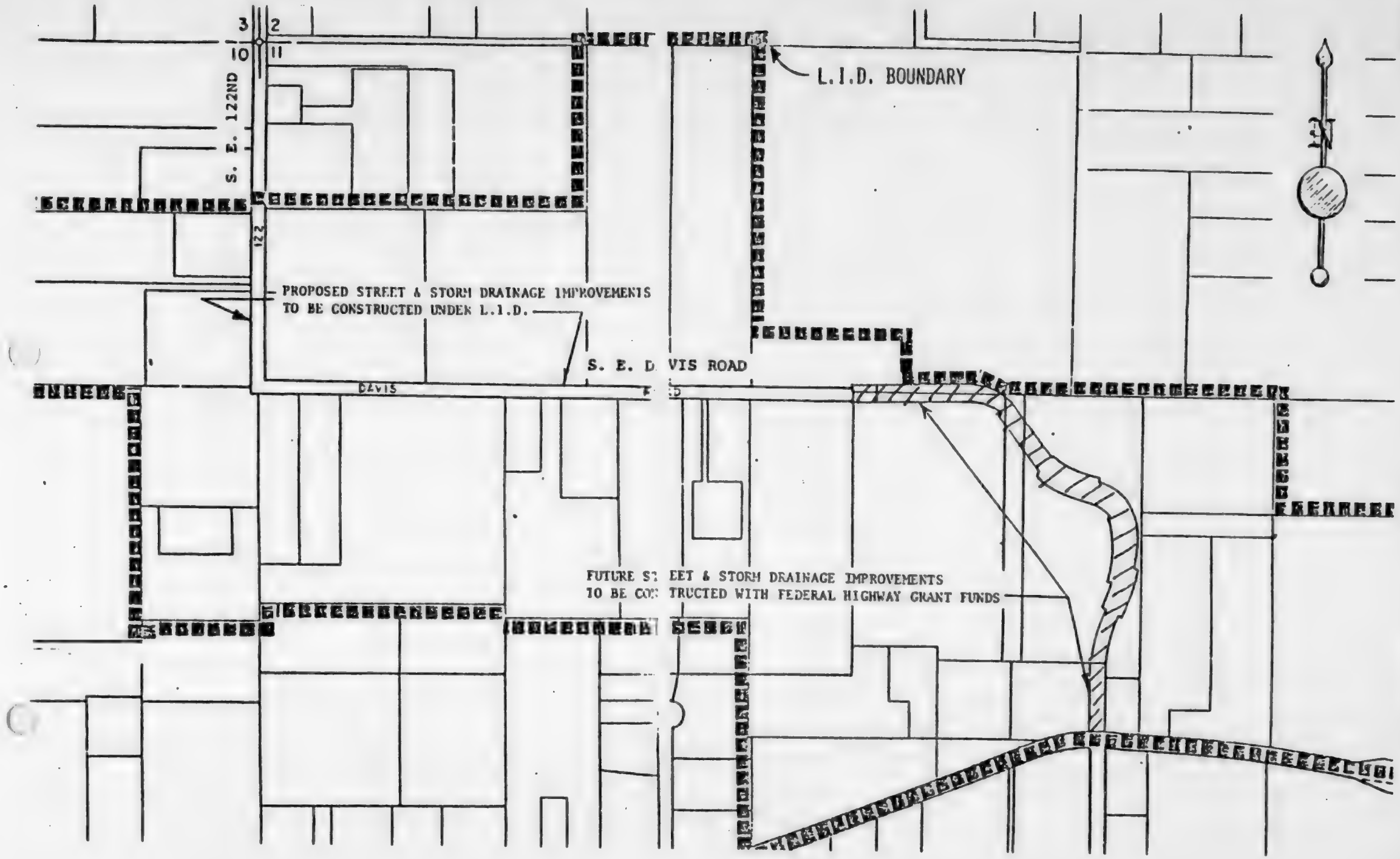
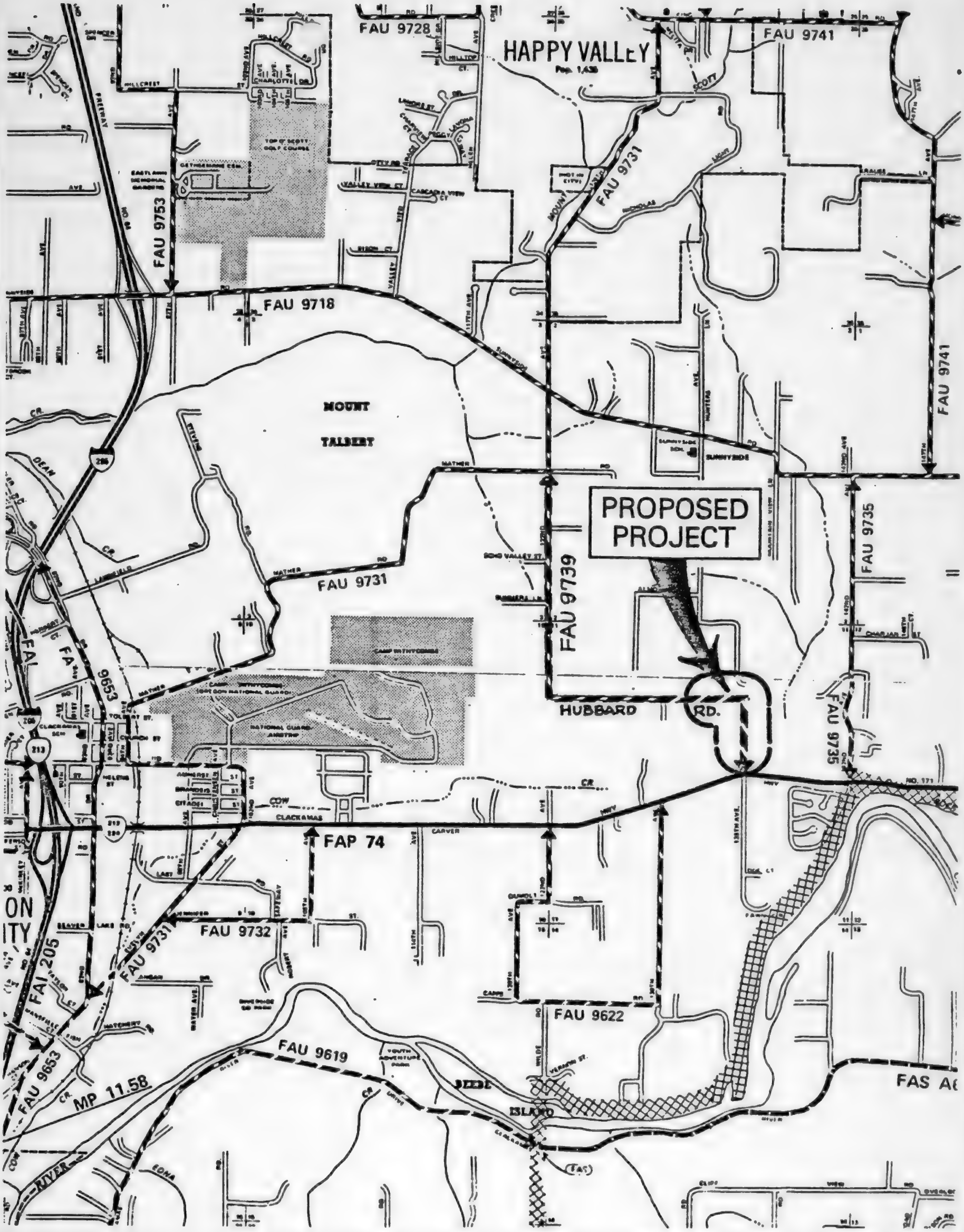
PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Jef Kaiser	653-3221	


3
2
10
11
S. E. 122ND
122
L.I.D. BOUNDARY
PROPOSED STREET & STORM DRAINAGE IMPROVEMENTS
TO BE CONSTRUCTED UNDER L.I.D.
S. E. DAVIS ROAD
DAVIS
FUTURE STREET & STORM DRAINAGE IMPROVEMENTS
TO BE CONSTRUCTED WITH FEDERAL HIGHWAY GRANT FUNDS


FAU 9728
HAPPY VALLEY
FAU 9741
FAU 9731
FAU 9753
FAU 9718
MOUNT
TALBERT
FAU 9741
PROPOSED
PROJECT
FAU 9739
FAU 9735
FAU 9731
HUBBARD
RD.
FAU 9735
FAP 74
FAU 9732
FAU 9731
FAU 9622
FAU 9619
FAU 9653
MP 11.58
FAU 9653
ISLAND
RIVER

10,118

10236

STATE OF OREGON

INTEROFFICE MEMO

TO: GARY POTTER, Manager
Program Section

DATE: November 8, 1983

FROM: THEODORE A. SPENCE
Plan and Program Manager

SUBJECT: Hubbard Road (Formerly Davis Road)
Hubbard Road Extension to Clackamas Highway
Hubbard Road
Clackamas County

Here is our programming packet for the extension of Hubbard Road. This packet contains the Federal Aid Project Request, agreement information sheet, project prospectus forms, and correspondence from Clackamas County.

Clackamas County officials would like to see this project proceed as quickly as possible through the programming process. The purpose of this project is to provide a north/south connection between Sunnyside and Highway 212. This project is listed in the current TIP on page 67 with $500,000 of Interstate Transfer money set up for the FY '84 annual element. Some of the project (2,000 feet) will be funded by Interstate Transfer and the rest (3,200 feet) will be paid for by Local Improvement District funds. The right-of-way has been purchased by Local Improvement District funds.

The Metro Environmental Unit has identified this project as requiring a Draft and Environmental Impact Statement (Class 1).

Included are estimates for the Region functions on the enclosed Survey Authority. The Location Section should add estimates for the Salem offices. Please contact Robin Brooks (653-3230) when you have the total PE estimate.

TAS:RCB:po

cc: Frank Terpin
Jim McClure
Curt Duval
Tom Schwab
Jef Kaiser

Attachment

11-17-83
Recd.

NOTED
BOB DORAN

cc: Fed Aid
LOC
PCS
ENV
OLIVER

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
1983
MAN. ASSI.T. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

81-125-1387

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST Plan #10236

SEE INSTRUCTIONS ON REVERSE

KEY ID # 2140

SECTION "Hubbard Road Extension" ~~to Highway 212~~

REGION Metro Region

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM TO	LENGTH
			2100'

☐ URBAN ☒ RURAL	CITY	COUNTY	ROAD/STREET NAME
		Clackamas	Hubbard Road

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
		Clackamas County

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING	$ 65	
RIGHT OF WAY	$ 0	
ROADWAY	$ 253	
STRUCTURES	$ 0	
SIGNALS	$ 0	
ILLUMINATION	$ 0	
TEMPORARY PROTECTION	$ incl. above	
	$	
15% ~~10%~~ ENGINEERING & CONTINGENCIES	$ 38	
TOTAL CONSTRUCTION	$ 291	
TOTAL ESTIMATE	$ 356	

PROJECT DATA

GRADING (✓)	X	
PAVING (✓)	X	
STRUCTURES (✓)		
SIGNING (✓)	X	
SIGNALS (✓)	X	
ILLUMINATION (✓)	X	
ENVIRONMENTAL CLASS (1,2,3)	1	
DESIGN CATEGORY (1-7)	5	
WORK TYPE (1-12)	1	

RIGHT OF WAY

FILES (#)	Already
ACRES (#)	acquired by
RELOCATIONS (#)	County

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING (S,C,A)	A
CONSTRUCTION ENGINEERING (S,C,A)	S
RIGHT OF WAY DESCRIPTIONS (S,C,A)	A
RIGHT OF WAY ACQUISITIONS (S,C,A)	A

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	3 / 84	FAIX	

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	-	2
STRUCTURES (#)	-	-
SIGNALS (#)	-	?
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	-	14,000
YEAR OF AVERAGE DAILY TRAFFIC	-	2000

DEFINE THE PROBLEM

Planned development of the area requires an additional north/ south access between Sunnyside Road and Highway 212.

PROPOSED SOLUTION

Extend Hubbard Rd.to intersect Highway 212 at 135th Ave. This project would construct the new extension only. An L.I.D. and developers would upgrade 122nd Ave. and the existing Hubbard Road.

REQUESTED. REGION ENGINEER	DATE
X Edward L Hamlet	8/11/83
APPROVED. ASST. HWY ENG FOR OPERATIONS	DATE
X	
APPROVED. ASST. HWY. ENG. FOR ADMINISTRATION	DATE
X	

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.) Plan #10236

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Hubbard Road Extension to Highway 212

REGION

Metro Region

PROJECT JUSTIFICATION

The north/south route would relieve traffic pressure along 142nd and 152nd avenues, as noted on the Project Prospectus (Part 3).

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

Plan #10236

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Hubbard Road Extension to Highway 212

REGION: Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	A	STORM SEWER	A	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	A	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	A	STATE LANDS	N	SECTION 106	
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	
SOILS INVESTIGATION	A	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	
HYDRAULIC STUDY	A	RR ENCROACHMENT	N			SIGNALS	A	OLD (#) 0	NEW (#) 0
						UTILITIES	A	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
N	N	N	N

COMPANIES

Storer Cable TV
Portland Gen. Elec.
Pacific NW Bell
Clackamas Water
NW Nat. Gas
Clackamas Sewer Dist. #1

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS
						35	AASHTO

TYPICAL SECTION

EXISTING

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
							NEW	ALIGNMENT								
				6	-	-	12'	-	12'	-	-	6				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

10236

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Hubbard Road Extension to Highway 212

REGION

METRO

ESTIMATED RIGHT-OF-WAY IMPACTS

The right-of-way for the new roadway has recently been acquired by the County. Approximately three (3) acres were involved and no displacements occurred as a result.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The new roadway would cross pasture and wooded agricultural land. The purpose of the project is to provide roadway infrastructure to accomodate future multi-family residential development of this rural space in accordance with the County's acknowledged comprehensive plan. By creating a through connection, the existing residences along 122nd Avenue and Davis Lane would be exposed to significantly higher traffic volumes, and the associated impacts.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project would create a new north-south arterial between the developing residential uses along Sunnyside Road and the industrial areas along Highway 212. This would relieve traffic pressure on 142nd and 152nd Avenues.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The new roadway would pass through an abandoned filbert orchard and overgrown grazing land which provides good habitat for songbirds and small mammels. No wetlands or significant stream courses are involved.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

The area is undeveloped, and the soil strata is largely undisturbed. An archaeological survey would be required to determine if any culturally significant sites are present.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The project may be controversial for those residents which are already established along 122nd Avenue and Davis Lane.

RECOMMENDED PROJECT CLASSIFICATION

- [X] CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
- [ ] CLASS 2 (CATEGORICAL EXCLUSION)
- [ ] CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project would create a new roadway and facilitate development of rural openspace and agricultural land.

OTHER DOCUMENTATION

Noise Study Report.
Cultural Resource Report.

COMMENT: For the purpose of the Environmental Impact Statement, the project should extend from Sunnyside Road to Highway 212 to provide logical transportation termini.

PREPARED BY		TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X	Jef Kaiser	653-3221	

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Plan #10236

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Hubbard Road Extension to Highway 212

REGION: Metro Region

SURVEY AUTHORITY

AUTHORIZATION NO.: 1 | PREFIX: | DATE: 11/8/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 1000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	0		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	2000	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT	200		937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT	2000	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100		949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING	-	
910 REGION GEOLOGIST	500		924 D.O.T.			955 R/W RELOC. ASSISTANCE	-	
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	0		980 PUBLIC HEARING	-	
913 RIGHT-OF-WAY LIAISON	0		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	0		932 RAILROAD & UTILITIES					
						TOTALS	$	$
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

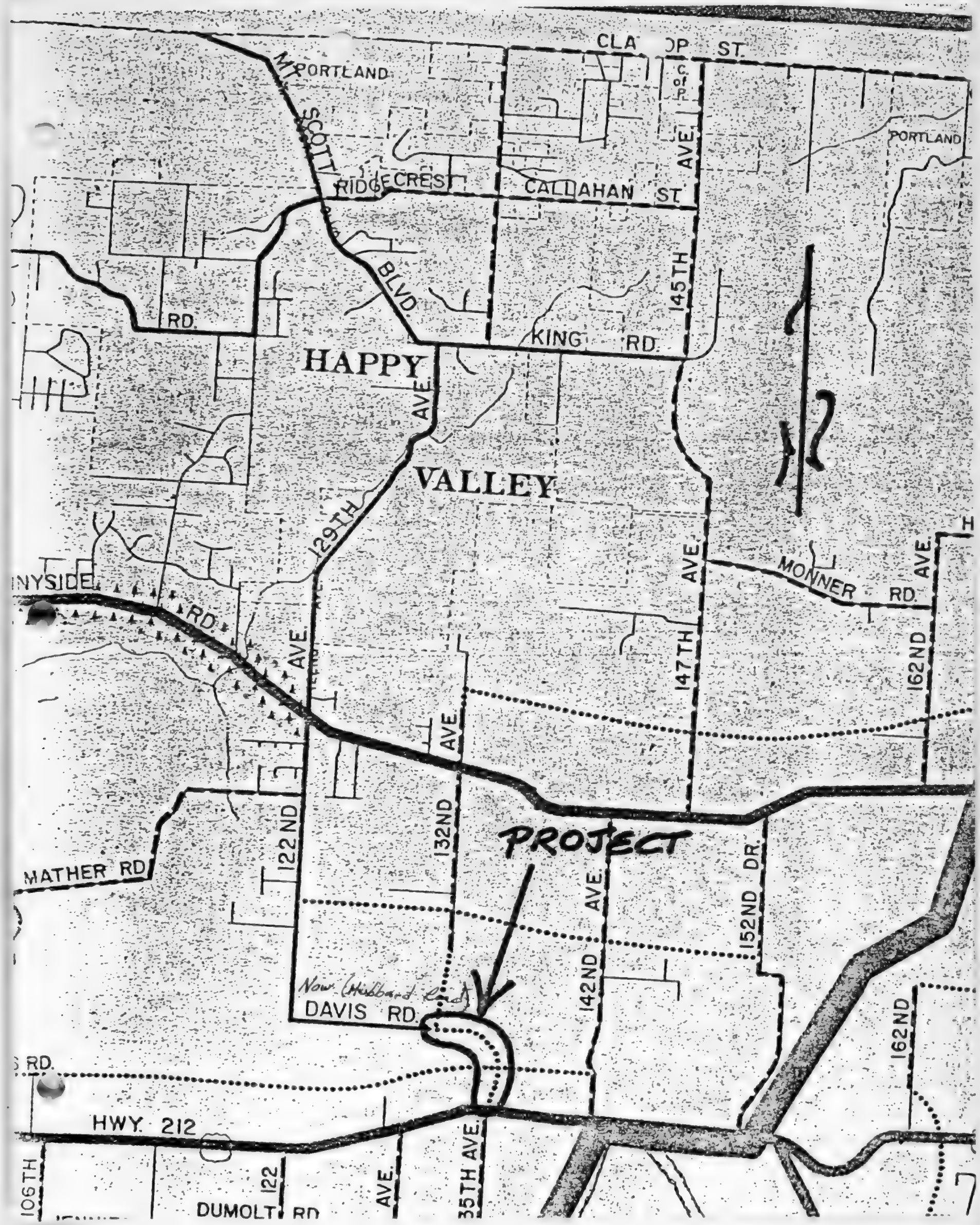
RIGHT-OF-WAY PREFIX:

FEDERAL AID PROJECT NUMBER:

LOCATION ENGINEER'S REMARKS

Clackamas County will perform PE. State will complete final design, write specifications and monitor the project.

PREPARED BY: E. J. Dunn	DATE: 11/8/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X	DATE:
RECOMMENDED, REGION ENGINEER: X	DATE: 11/8/83	APPROVED, ASST HIGHWAY ENGINEER FOR TECH. SERVICES: X	DATE:
RECOMMENDED, LOCATION ENGINEER: X	DATE:	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE:	


CLA OP ST.
MT. PORTLAND
SCOTT
RIDGECREST
CALLAHAN ST.
PORTLAND
145TH AVE.
BLVD.
RD.
KING RD.
HAPPY
VALLEY
AVE.
129TH
NYSIDE
RD.
AVE
AVE
147TH AVE.
MONNER RD.
162ND AVE.
122 ND
132ND
PROJECT
MATHER RD
152ND DR.
142ND AVE.
Now Hilsboard Rd
DAVIS RD.
162ND
S RD.
HWY. 212
106TH
122
AVE.
35TH AVE.
DUMOLT RD

10,118

OM MRE OE PRM CE
TOS ME
US 10-28-83 PDM
CSA Metro Region TAM
CO PA EM BUD LM

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS STATE OF OREGON

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Deputy Director

ARDIS M. STEVENSON
Assistant Director

October 28, 1983

Ted Spence
Program Coordinator
Region I
Oregon Dept. of Transportation
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Enclosed please find a federal aid project request relating to the Hubbard Road project which is contained in the regional transportation improvement program.

As we discussed recently with Cliff Christianson, I am asking for your cooperation in "fast tracking" the processing of this application. As you will note, the project request covers the entire route, however, only a section of this route will be included under the federal improvement process.

Clackamas County is requesting an obligation of preliminary engineering, right of way which is inclusive of utilities relocation, and construction, in one single-obligation authority. Your help in getting obligatory authority on this project no later than February 1st will be greatly appreciated.

Winston W. Kurth

Winston W. Kurth
Deputy Director

/tlo

5/5

902 ABERNETHY ROAD ★ OREGON CITY, OREGON 97045 ★ (503) 655-8521

FEDERAL AID PROJECT REQUEST

Date October 21, 1983

Applicant Agency Clackamas County
Request for: Off-System ____, FAS-C ____, FAUS X Project
Federal Aid Route No. Pend* Route Name None Road
Project Name Davis ~~Lane~~ Extension to Highway 212 (Hubbard ~~Lane~~)

Project Length 2,100 feet Project Location (Attach sketch map) (Attachment A)
Project Description See Attachment B

*Approved for addition but number not yet assigned

Average Daily Traffic less than 1,000 ADT Design Speed 30 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) (does not exist)

   Width N/A Travel Lanes N/A Shoulders N/A
   Medians N/A Parking
   Sidewalks N/A
   Remarks Street does not exist, it involves acquisition of new right-of-way

2. Desired Roadway Cross Section: (Attach sketch) (Attachment C)

   Width 36" * Travel Lanes 2 Shoulders see cross-section
   Medians at Hwy. 212 Parking no
   Curbed yes Length Curb Radii determine in PE
   Sidewalk/Bikeway no
   Remarks
   *40' at the intersection with Hwy. 212

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

   General Width 60' Minimum Maximum

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
   Yes x No

3. Will additional right-of-way be needed? Yes No x
   If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes No
   Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

2. Proposed Signalization:

Location Davis Lane (Hubbard Lane) & Hwy. 212-when warrants are met

Type Determine in PE

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? to be done by applicant

4. Permanent Striping:

Include in project or by applicant? to be done by applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location None

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad _____
Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Bernard L. Straight Office
2.	Environmental	Policy & Project Development Division Office
3.	Public Hearing	902 Abernethy Rd., Oregon City, OR 97045 Office

Remarks _____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State * Consultant _____

*To complete applicant's project transmittal to their requirements and specifications and place under contract.

2. Project construction engineering to be performed by:

Applicant_____ State__X__ Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes__X__ No_____
If "yes," describe briefly: Review and monitoring; any necessary environmental documentation

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 253,000
Right-of-way costs (if participating)	0
Traffic control	0
Illumination	0
Structures	0
Railroad	0
Other 15% contingency	38,000
Preliminary engineering	65,000
PROJECT TOTAL	$ 356,000

Remarks_____

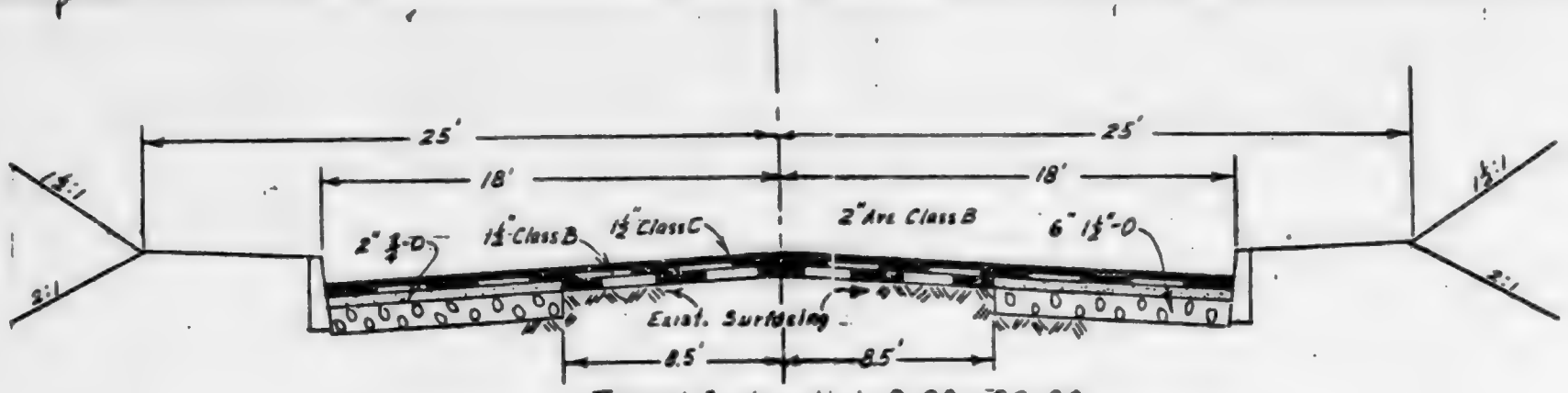
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Clackamas COUNTY

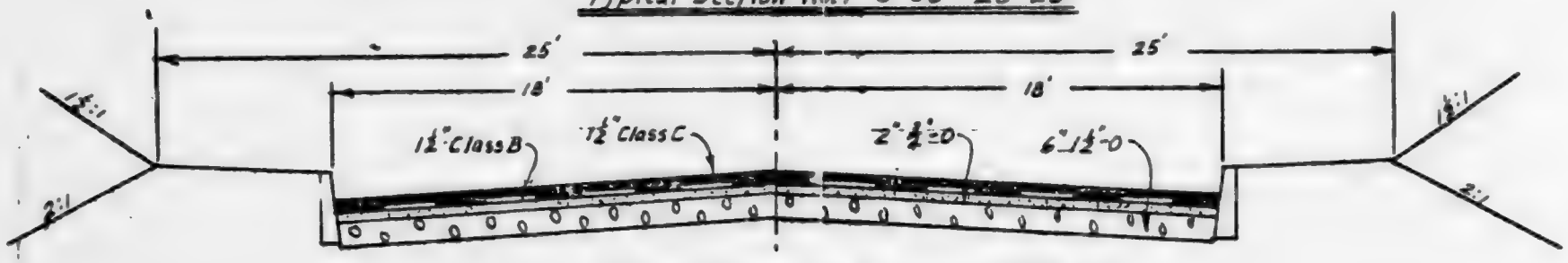
By_____ By SIGNED By BCC

By_____ By OCT 27, 1983

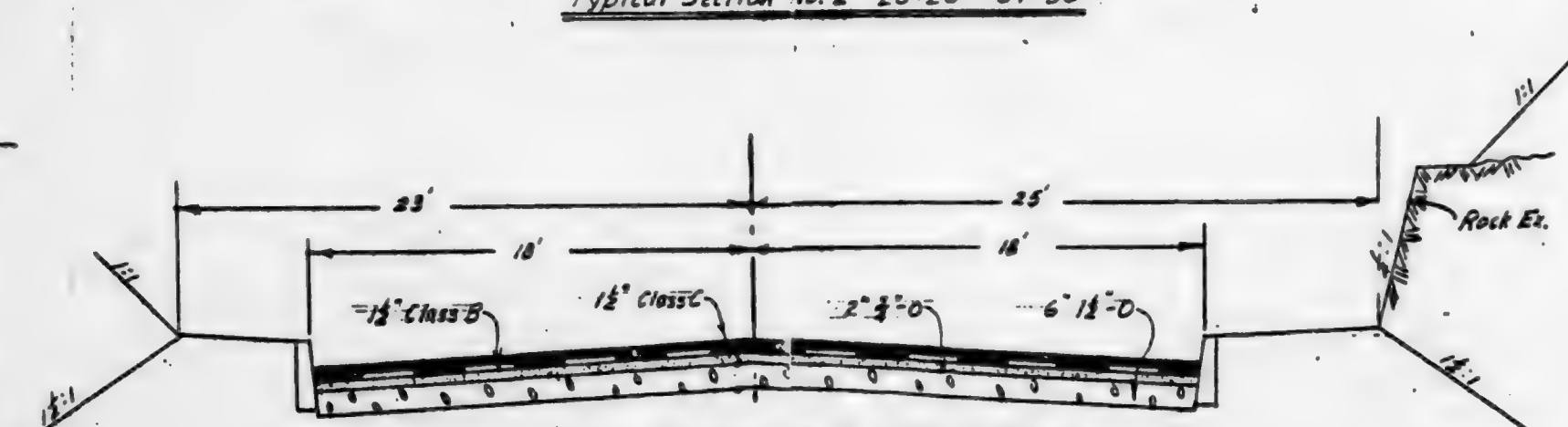
By_____



Typical Section No. 1 0+00 - 23+20



Typical Section No. 2 23+20 - 34+30



Typical Section No. 3 34+30 - 52+00

ATTACHMENT C

MARLIN DeHAAS & ASSOCIATES CONSULTING ENGINEERS 15800 S.W. Boones Ferry Rd. (503) 636-3688 Lake Oswego, Oregon 97034 Res. 636-6195	DAVIS ROAD (Prelim.)	DES MD DR CK Proj 80.195

AGREEMENT TO FURNISH ENGINEERING SERVICES

TO

CLACKAMAS COUNTY, OREGON

THIS AGREEMENT, made and entered into on this 6 day of Oct in the year Nineteen Hundred and 83, by and between CLACKAMAS COUNTY, hereinafter referred to as the "OWNER", and

DE HAAS & ASSOCIATES, INC.
SUITE 445 - AGC CENTER, 9450 S.W. COMMERCE CIRCLE
WILSONVILLE, OREGON 97070

hereinafter referred to as the "ENGINEER".

WITNESSETH: That whereas the OWNER intends to engage the ENGINEER to perform professional services for the project known as S.E. DAVIS ROAD AREA LOCAL IMPROVEMENT DISTRICT, consisting of street, storm drainage and sanitary sewer improvements; Project No. L 009,

herinafter called the "PROJECT".

NOW, THEREFORE, the OWNER and ENGINEER for the considerations hereinafter set forth agree as follows:

ARTICLE 1 - BASIC SERVICES OF THE ENGINEER

The ENGINEER agrees to perform, in accordance with all applicable Federal, State and local laws, statutes, ordinances, rules and regulations of any kind whatsoever, professional services in connection with the PROJECT as hereinafter stated and defined as Basic Services:

1.1 Preliminary Design Services

1.1.1 Furnish survey personnel and equipment required to obtain field information necessary to prepare plans and specifications for the PROJECT.

1.1.2 Coordinate the design with utility companies and authorities whose facilities may be affected by the proposed construction and obtain from such companies and authorities the location of their existing and planned facilities. Assist the OWNER in negotiations with the utility companies and authorities for the adjustment of their facilities.

1.1.3 Prepare for the OWNER's approval preliminary plans and specifications based on the field data collected, information from utility companies, and on typical design details and standards furnished by the OWNER.

1.1.4 Prepare an estimate of total construction costs, estimates of material quantities to be furnished and work to be done, based on the preliminary plans and specifications.

1.1.5 Furnish three (3) sets of preliminary plans and specifications to the OWNER for review and approval prior to proceeding with final design.

1.1.6 Meet with representatives of local, State, and Federal agencies and the OWNER in regard to design of the PROJECT.

1.2 Final Design Services

1.2.1 Prepare final plans and specifications for the PROJECT, in accordance with appropriate regulatory agencies and the OWNER's requirements.

1.2.2 Prepare an estimate of total construction costs, estimates of material quantities to be furnished and work to be done, based on completed plans and specification for the PROJECT. Such estimates are to be based upon the ENGINEER's best judgement and experience and as are deemed to be appropriate at the time the PROJECT is scheduled to be bid.

1.3 Bidding and Contract Award Services

1.3.1 Furnish forty (40) copies of final plans and specifications for bidding and for construction of the PROJECT.

1.3.2 Interpret plans and specifications during the bidding period and prepare clarifications and addenda.

1.3.3 Assist in receiving and tabulating construction and materials proposals, analyze bid results, assist in recommending contract awards, prepare final contract documents.

1.4 Services During Construction

The ENGINEER shall provide professional administration of the construction contract and shall act as the OWNER's representative during construction, all as provided in this Paragraph 1.4 and the contract between the OWNER and the contractor. Exercising his best professional judgement, the ENGINEER shall advise and consult with the OWNER and shall issue the OWNER's instructions to the contractor. The ENGINEER shall include in his administration of the contract the following services:

1.4.1 Furnish survey personnel and equipment as required to establish baseline control for construction of the PROJECT and provide all construction staking as necessary and defined in the contract documents.

1.4.2 Make periodic visits to the site of the PROJECT, as needed, to observe the progress and quality of the work and to determine if the work is proceeding in accordance with the intent of the contract documents.

The ENGINEER will endeavor to guard the OWNER against defects and deficiencies in the work of the contractor(s) and help determine if the provisions of the contract documents are being fulfilled. The ENGINEER's periodic visits to the site of the PROJECT will not, however, cause the ENGINEER to be responsible for those duties and responsibilities which belong to the contractor(s) and which include, but are not limited to, full responsibility for the techniques and sequences of construction and the safety precautions incidental thereto, and for performing the construction work in accordance with the contract documents.

1.4.3 Meet with representatives of local, State and Federal agencies and the OWNER when necessary for consultation or conferences in regard to construction of the PROJECT.

1.4.4 Interpret the contract plans and specifications to determine construction compliance with the intent of the design.

1.4.5 Review and approve shop drawings, diagrams, illustrations, catalog data, schedules and samples, the results of tests and inspections, and other data which the contractor(s) is required to commend to the OWNER changes deemed advisable.

1.4.7 Arrange for, conduct, or witness, field, laboratory, or shop tests of construction materials, as prescribed in the contract documents.

1.4.8 Determine the suitability of on-site and off-site materials to be used in the construction.

1.4.9 Reject work and materials that do not conform to the contract documents.

1.4.10 Upon the contractor's requests for payment, determine the amount owing the contractor and certify to the OWNER payments due the contractor based on the extent of work completed.

1.4.11 Review claims for extra compensation and requests for extension of time submitted by the contractor(s) and prepare recommendations to the OWNER for final disposition.

1.4.12 Upon substantial completion of construction, conduct an inspection of the PROJECT and prepare punch lists of work to be done to achieve final completion.

1.4.13 Upon completion of construction, issue a certificate of completion to the OWNER.

1.4.14 Assist in negotiating final payment for construction. Document proceeding of negotiation, if any, and record basis for final payment.

1.4.15 At the completion of the PROJECT, prepare a final PROJECT status report, including a PROJECT cost summary, and prepare Mylar as-built plans and submit to the OWNER.

1.5 General Services

1.5.1 Submit written progress reports on design activities to include statements of work completed, findings and conclusions, delays encountered, schedule revisions, or work modifications. Progress reports are to be submitted monthly to the OWNER.

1.5.2 Assist the OWNER in any way appropriate in securing the necessary approvals for the PROJECT.

ARTICLE 2 - SPECIAL SERVICES OF THE ENGINEER

If authorized in writing by the OWNER, the ENGINEER shall furnish additional professional services of the following types which are not covered by Article 1 herein, and which shall be paid for by the OWNER as provided in Article 5 herein. These special services may include, but are not limited to, the following:

2.1 Furnish the services of a Resident Inspector to provide continuous inspection of the work of the contractor(s) during the period of construction. The resident Inspector shall be experienced in the type of work to be done to the end that competent inspection of materials and labor will be provided. He will keep all records, maps, and plans necessary for the preparation of final record drawings. The Resident Inspector will make out monthly reports of construction progress and monthly estimates as the basis for payments to the contractor(s) as construction proceeds. He will attend meetings of the OWNER each month when the above mentioned reports and estimates are being considered, and will also attend other meetings of the OWNER when requested. Additional engineers, inspectors or assistants necessary shall be provided by the ENGINEER with the approval of the OWNER.

The Resident Inspector and necessary assistants will endeavor to guard the OWNER against defects and deficiencies in the work of the contractor(s) and help determine if the provisions of the contract documents are being fulfilled. Their day-to-day inspection will not, however, cause the ENGINEER to be responsible for those duties and responsibilities which belong to the contractor(s) and which include, but are not limited to, full responsibility for the techniques and sequences of construction and the safety precautions incidental thereto, and for performing the construction work in accordance with the contract documents.

2.2 Furnish survey personnel and equipment required to prepare legal descriptions of easements, rights-of-way and property required for the PROJECT.

2.3 Furnish legal descriptions of easements, rights-of-way and property required for the PROJECT and provide personnel to assist the OWNER or those designated by the OWNER to obtain easements, rights-of-way and property.

2.4 Assist in preparation of Engineers' reports for assessment, assessment district maps, assessment rolls, and other work connected with assessment procedures, and assist in public hearings and meetings on the proposed PROJECT.

2.5 Furnish personnel and equipment required to perform subsurface explorations for determining geologic foundations and/or construction conditions.

2.6.1 Additional work resulting from delinquency or insolvency of the contractor(s); or as a result of damage to the PROJECT caused by fire, flood, earthquake or other acts of God, all exclusive of additional work resulting from litigation.

2.6.2 Additional work resulting from strikes, walkouts, or other acts of trade or labor unions.

2.7 Assist legal, financial, or other consultants engaged for the PROJECT.

2.8 Coordinate the installation of necessary utilities to be constructed by others such as water, power, lighting, telephone, gas, etc.

2.9 Furnish additional sets of plans, specifications and other documents above the number specified to be furnished in Article 1.

2.10 Provide miscellaneous consulting and other services, associated with the PROJECT, and not stipulated elsewhere in this Agreement, when requested by the OWNER.

ARTICLE 3 - OWNER'S RESPONSIBILITIES

The OWNER will:

3.1 Provide full information to the ENGINEER as to the OWNER's requirements for the PROJECT.

3.2 Assist the ENGINEER by placing at his disposal all available information and technical data pertinent to the PROJECT including previous reports and any other data relative to design and construction of the PROJECT.

3.3 Provide access with adequate notice and make all provisions for the ENGINEER to enter upon public and private property as required for the ENGINEER to perform his services under this Agreement.

3.4 Acquire all the necessary land, easements and rights-of-way required for the PROJECT.

3.5 Furnish to the ENGINEER, prior to any performance by the ENGINEER under the Agreement, a copy of any design and construction standards the OWNER shall require the ENGINEER to follow in the preparation of the contract documents.

3.6 Advertise for proposals from bidders, open the sealed proposals at the appointed time and place and pay for all costs incident thereto.

3.7 Obtain approvals and permits from all governmental authorities having jurisdiction over the PROJECT, and such approvals and consents from others as may be necessary for completion of the PROJECT.

3.8 Give prompt and written notice to the ENGINEER whenever the OWNER observes or otherwise becomes aware of any defect or delay in the PROJECT.

ARTICLE 4 - AUTHORIZATION, SCHEDULES AND COMPLETION

4.1 Specific authorization to proceed with the services described in Article 1 shall be granted in writing by the OWNER within a reasonable time after the effective date of this Agreement. The ENGINEER shall not proceed with the work without such authorization. The OWNER's Project Manager, as defined in Paragraph 7.1 of Article 7, shall have authority to give such authorizations.

4.2 The ENGINEER agrees to complete the Preliminary and Final Design Services enumerated in Paragraph 1.1 and 1.2 of Article 1 within 90 calendar days after receipt of the authorization to proceed. If the OWNER has requested significant modifications or changes in the scope of the PROJECT, the time of performance of the ENGINEER's services shall be adjusted accordingly.

4.3 Within ten (10) days after receipt of the authorization to proceed with the Design Services, the ENGINEER shall submit for the OWNER's approval a detailed time schedule for Preliminary and Final Design Services showing how these services will be carried out within the time period specified in Paragraph 4.2 above. This schedule shall be in the form of a bar chart, critical path diagram, or precedence-type diagram; which outlines all the tasks to be performed, estimated costs involved for each task in sufficient detail to compute monthly cash flow requirements, and shows anticipated time frames (start to finish) for these tasks. This schedule shall include allowance for periods of time required for the OWNER's review and approval of submissions and for approvals of other authorities having jurisdiction over the PROJECT. This schedule shall be brough up to date and submitted to the OWNER at the end of each month, along with payment requests and the ENGINEER's written progress reports specified in Paragraph 1.5.1 of Article 1. If progress lags by two weeks or more, the schedule shall be updated weekly.

4.4 For Special Services, as enumerated in Article 2, the OWNER's authorization shall be in writing and shall include the definition of the work to be done, the schedule for commencing and completing the work, and the basis of compensation for the work.

4.5 Time is of the essence of this Agreement.

ARTICLE 5 - PAYMENTS TO ENGINEER

In accordance with the terms and conditions of this Agreement, the OWNER shall compensate the ENGINEER as follows:

5.1 Method of Payment for Services and Expenses

5.1.1 The OWNER agrees to pay the ENGINEER monthly for the Basic Services, as enumerated in Article 1, on the basis of the hourly rate and expense schedule attached hereto as Exhibit "A" and hereby made a part of this Agreement. The total fee for these Basic Services shall not exceed $110,000.00, without written approval of the OWNER.

5.1.2 For On-site Inspection Services, as enumerated in Paragraph 2.1 of Article 2, the OWNER shall pay the ENGINEER monthly on the basis of the hourly rate and expense schedule attached hereto as Exhibit "A". The total fee for On-Site Inspection Services shall not exceed $ 20,000.00, without written approval of the OWNER.

5.1.3 For other Special Services, as enumerated in Article 2, the OWNER shall pay the ENGINEER monthly on the basis of the hourly rate and expense schedule attached hereto as Exhibit "A", or the invoice cost of services and expenses charged to the ENGINEER by outside consultants, professional, or technical firms engaged in connection with the order. The total fee for these other Special Services shall not exceed the amount specified in the OWNER's written authorization to proceed with the Special Service.

5.1.4 The ENGINEER is entitled to no compensation for the correction or revision of any errors or deficiencies in his designs, drawings, specification or other services.

5.1.5 The OWNER may withhold from payments due the ENGINEER such sums as are necessary to protect the OWNER against any loss or damage which may result from negligence or unsatisfactory work by the ENGINEER, the failure of the ENGINEER to perform his obligations under this Agreement, or claims filed against the ENGINEER or the OWNER relating to the ENGINEER's services or work under this Agreement.

5.2 Times of Payment

5.2.1 The ENGINEER will provide an itemized statement on or before the 25th of each month to the OWNER for work performed during the preceding period. The OWNER shall pay monthly payments to the ENGINEER within 30 days of the OWNER's receipt of the ENGINEER's monthly statement. Interest on unpaid payments due shall accrue at the rate of 1% per month beginning the 60th day after the OWNER's receipt of the ENGINEER's statement.

ARTICLE 6 - GENERAL CONDITIONS

6.1 TERMINATION

The OWNER may terminate this Agreement upon seven (7) days written notice in the event of substantial failure by the ENGINEER to perform in accordance with the terms hereof.

If any portion of the PROJECT covered by this Agreement and designed or specified by the ENGINEER shall be suspended, abated, abandoned, or terminated, the OWNER shall pay the ENGINEER for the services rendered for each suspended, abated, abandoned, or terminated work, the payment to be based insofar as possible on the amounts established in this Agreement, or, where the Agreement cannot be applied, the payment shall be based on a reasonable estimate as mutually agreed of the percentage of the work completed; but in no case will anticipated profit be allowed on services or other work not performed.

If the PROJECT is suspended, abated, abandoned or terminated; the ENGINEER, when requested by the OWNER, shall furnish a mylar copy of all drawings prepared and a copy of all field survey notes taken relating to the PROJECT.

In the event of any legal or other controversy requiring the services of the ENGINEER in providing expert testimony in connection with the PROJECT, except actions brought by either party against the other, and except suits or claims by third parties against the OWNER arising out of errors or omissions of the ENGINEER, the OWNER shall pay the ENGINEER for services rendered in regard to such legal or other controversy, including costs of preparation for the controversy, on the basis of charges for Special Services, as prescribed in Article 2, in addition to other sums of money payable under this Agreement.

6.3 INDEMNIFICATION AND INSURANCE

6.3.1 The ENGINEER agrees to indemnify, save harmless and defend the OWNER, its officers, commissioners and employees from and against all claims and actions and all expenses incidental to the investigation and defense thereof, arising out of or based upon damages or injuries to persons or property caused by the errors, omissions, fault or negligence of the ENGINEER, his subcontractor(s), or anyone directly or indirectly employed by any of them or anyone for whose acts any of them may be liable, regardless of whether or not it is caused in part by a party indemnified hereunder.

6.3.2 The ENGINEER agrees to furnish the OWNER evidence of comprehensive general (including contractual liability) and automobile liability insurance in the amount of not less than $500,000 combined single limit for personal injury and property damage for the protection of the OWNER, its officers, commissioners and employees against liability for damages because of personal injury, bodily injury, death or damage to property, including loss of use thereof, in any way related to the ENGINEER's, or any of his subcontractors, performance of this Agreement.

6.3.3 The ENGINEER agrees to furnish the OWNER evidence of professional liability insurance including malpractice or errors and omissions coverage in the amount of not less than $500,000 each claim

and aggregate for personal injury and propery damage for the protection of the OWNER, its officers, commissioners and employees against liability for damages because of personal injury, bodily injury, death or damage to property, including loss of use thereof, and damages because of negligent acts, errors or omissions in any way related to the ENGINEER's performance of this Agreement. The ENGINEER agrees to maintain this professional liability insurance for the duration of this Agreement and for three (3) years after this Agreement's completion or termination.

6.3.4 The comprehensive general and automobile liability insurance shall include the OWNER as an additional insured and refer to and support the ENGINEER's obligation to hold harmless the OWNER, its officers, commissioners and employees. All insurance shall provide 30 days written notice to the OWNER in the event of cancellation, nonrenewal or material change and include a statement that no act on the part of the insured shall affect the coverage afforded to the OWNER under this insurance.

6.4 WORKERS' COMPENSATION COVERAGE REQUIREMENTS

The ENGINEER is an independent contractor for purposes of the Oregon Workers' Compensation Law (ORS Chapter 656) and is solely liable for any Workers' Compensation coverage under this Agreement. If the ENGINEER has the assistance of other persons in the performance of this Agreement, the ENGINEER agrees to qualify and remain qualified for the term of this Agreement as a direct responsibility employer under ORS 656.407 or as a contributing employer under ORS 656.411. If the ENGINEER performs this Agreement without the assistance of any other person, the signing of this Agreement shall constitute the declaration of independent contractor status provided in ORS 656.029(2).

6.5 SUBCONTRACTS

Any subcontractors and outside associates, or consultants, required by the ENGINEER in connection with the services covered by this Agreement will be limited to such individuals, or firms, as were specifically identified and agreed to during negotiations, or as are specifically approved by the OWNER in writing during the performance of the Agreement. Any substitution in such subcontractors, associates, or consultants will be subject to the prior written approval of the OWNER.

6.6 ESTIMATES OF COST

The estimates of cost for the PROJECT provided for herein are to be prepared by the ENGINEER through exercise of his experience and judgment in applying currently available cost data. It is recognized that the ENGINEER has no control over cost of labor and materials, or over competitive bidding procedures and market conditions, so he cannot warrant that the PROJECT construction costs will not vary from his cost estimates. However, the ENGINEER will keep the OWNER apprised of changes throughout the PROJECT that significantly impact the estimated construction costs.

6.7 REUSE OF DOCUMENTS

All documents including drawings and specifications furnished by the ENGINEER pursuant to this Agreement are instruments of his services in respect to the PROJECT. They are not intended or represented to be suitable for reuse by the OWNER or others on extensions of the PROJECT or on any other project. No reuse without specific written verification or adaptation by the ENGINEER will be allowed. The OWNER shall indemnify and hold harmless the ENGINEER from all claims, damages, losses and expenses including attorneys' fees arising out of or resulting from any reuse of the plans and specifications. Any such reuse or adaptation will entitle the ENGINEER to further compensation at rates to be agreed upon by the OWNER and ENGINEER.

6.8 RELEASE OF INFORMATION

No information relative to the PROJECT shall be released by the ENGINEER for publication, advertising, or for any other purpose, without prior written approval of the OWNER.

6.9 BOOKS OF ACCOUNT

The ENGINEER shall maintain books and accounts of payroll costs, travel, subsistence, field, contracted services of others and reimburseable expenses pertaining to the PROJECT in accordance with generally accepted professional practice, appropriate accounting procedures and 40CFR 30.65, 30.805 and 35.935.7. Said books and accounts shall be available to the OWNER, or his authorized representative, at all reasonable times for inspection, audit or copying at the office of the ENGINEER.

Records shall be maintained and available until three (3) years after the date of final PROJECT billing or until three (3) years after the date of resolution of any litigation or claim.

6.10 SUCCESSORS AND ASSIGNS

The OWNER and ENGINEER each binds himself and his partners, successors, executors, administrators and assigns to the other party of this Agreement and to the partners, successors, executors, administrators and assigns of such other party, in respect to all covenants of this Agreement; except as above, neither OWNER nor ENGINEER shall assign, sublet or transfer his interest in this Agreement without the written consent of the other. Nothing herein shall be construed as creating any personal liability on the part of any officer or agent of any public body which may be a party hereto, nor shall it be construed as giving any rights or benefits hereunder to anyone other than OWNER and ENGINEER.

6.11 PUBLIC CONTRACTING LAW

Pursuant to the requirements of ORS 279.310 through 279.320 and Article XI, Section 10 of the Oregon Constitution, the following terms and conditions are made a part of this Agreement:

6.11.1 The ENGINEER agrees that he shall:

6.11.1.1 Make payments promptly, as due, to all persons supplying to ENGINEER labor or materials for the prosecution of the work performed for in this Agreement.

6.11.1.2 Pay all contributions or amounts due the Industrial Accident Fund incurred in the performance of this Agreement.

6.11.1.3 Not permit any lien or claim to be filed or prosecuted against the OWNER for act of any labor or material furnished.

6.11.1.4 Pay to the Department of Revenue all sums withheld from employees pursuant to ORS 316.167.

6.11.2 If the ENGINEER fails, neglects or refuses to make prompt payment of any claim for labor or services furnished to the ENGINEER by any person in connection with this Agreement, as such claim becomes due, the proper office representing OWNER may pay such claim to the person furnishing the labor or services and charge the amount of the payment against funds due or to become due the ENGINEER by reason of this Agreement.

6.11.3 No person shall be employed for more than eight (8) hours in any one day, or more than forty (40) hours in any one week, except in cases of necessity, emergency, or where the public policy absolutely requires it, and in such cases, the laborers shall be paid at least time and a half pay for all overtime in excess of eight (8) hours a day and for work performed on Saturday and on any legal holiday specified in ORS 279.334.

6.11.4 The ENGINEER shall promptly, as due, make payment to any person, copartnership, association or corporation, furnishing medical, surgical and hospital care or other needed care and attention, incident to sickness or injury, to the employees of the ENGINEER, of all sums which the ENGINEER agrees to pay for such services and all moneys and sums which the ENGINEER collected or deducted from the wages of employees pursuant to any law, contract or agreement for the purpose of providing or paying for such services.

6.11.5 Agreement is expressly subject to the debt limitation of Oregon Counties set forth in Article XI, Section 10 of the Oregon Constitution, and is contingent upon funds being appropriated therefor. Any provisions herein which would conflict with law are deemed inoperative to that extent.

6.12 EQUAL EMPLOYMENT OPPORTUNITY

If the ENGINEER has more than 15 employees or does more than $15,000 in business with the OWNER in a year; then during the performance of this Agreement, the ENGINEER agrees as follows:

6.12.1 The ENGINEER will not discriminate against any employee or applicant for employment because of race, color, religion, sex, marital status, age, mental or physical handicap, or national origin. The ENGINEER will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, marital status, age, mental or physical handicap, or national origin. Such action shall include, but not be limited to, the following: Employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The ENGINEER agrees to post in conspicuous places, available to employees and applicants for employment notices to be provided setting forth the provisions of this Equal Opportinity clause.

6.12.2 The ENGINEER will, in all solicitations or advertisements for employees placed by or on behalf of the ENGINEER state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, marital status, age, physical or mental handicap or national origin.

6.12.3 The ENGINEER will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the labor union or workers' representative of the ENGINEER's commitments under this Equal Opportunity clause and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

6.12.4 The ENGINEER will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

6.12.5 The ENGINEER will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

6.12.6 In the event the ENGINEER's non-compliance with the non-discrimination clauses of this Agreement or with any of the said rules, regulations or orders, this Agreement may be cancelled, terminated or suspended in whole or in part and the ENGINEER may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

6.12.7 The ENGINEER will include the portion of the sentence immediately preceding Paragraph 6.12.1 and the provisions of Paragraphs 6.12.1 through 6.12.7 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of the Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The ENGINEER will take such action with respect to any subcontract or purchase order as the Secretary of Labor may direct as a means of enforcing such provisions, including sanctions for non-compliance: PROVIDED, HOWEVER, That in the event the ENGINEER becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the Secretary of Labor, the ENGINEER may request the United States to enter into such litigation to protect the interest of the United States.

6.13 AFFIRMATIVE ACTION FOR HANDICAPPED WORKERS

If this Agreement is for more than $2,500; then during the performance of this Agreement, the ENGINEER agrees as follows:

6.13.1 The ENGINEER will not discriminate against any employee or applicant for employment because of physical or mental handicap in regard to any position for which the employee or applicant for employment is qualified. The ENGINEER agrees to take affirmative action to employ, advance in employment and otherwise treat qualified handicapped individuals without discrimination based upon their physical or mental handicap in all employment practices such as the following: employment, upgrading, demotion or transfer, recruitment, advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship.

6.13.2 The ENGINEER agrees to comply with the rules, regulations and relevant orders of the Secretary of Labor issued pursuant to the Rehabilitation Act of 1973.

6.13.3 In the event of the ENGINEER's noncompliance with the requirements of this clause, actions for noncompliance may be taken in accordance with the rules, regulations and relevant orders of the Secretary of Labor issued pursuant to the Rehabilitation Act of 1973.

6.13.4 The ENGINEER agrees to post in consipicuous places, available to employees and applicants for employment, notices in a form to be prescribed by the Director of Office of Federal Contract Compliance Programs, provided by or through the contracting officer. Such notices shall state the ENGINEER's obligation under the law to take affirmative action to employ and advance in employment qualified handicapped employees and applicants for employment, and the rights of applicants and employees.

6.13.5 The ENGINEER will notify each labor union or representative of worker with which it has a collective bargaining agreement or other contract understanding, that the ENGINEER is bound by the terms of Section 503 of the Rehabilitation Act of 1973, and is committed to take affirmative action to employ and advance in employment physically and metally handicapped individuals.

6.13.6 The ENGINEER will include the provisions of this clause in every subcontract or purchase order of $2,500 or more unless exempted by rules, regulations or orders of the Secretary issued pursuant to Section 503 of the Act, so that such provisions will be binding upon each subcontractor or vendor. The ENGINEER will take such action with respect to any subcontract or purchase order as the Director of the Office of Federal Contract Compliance Programs may direct to enforce such provisions, including action for non-compliance.

ARTICLE 7 - SPECIAL CONDITIONS

The OWNER and ENGINEER agree that this Agreement is subject to the following Special Conditions which together with the provisions hereof and the appendices hereto represent the entire Agreement between the OWNER and ENGINEER; and they may only be altered, amended or repealed by a duly executed written instrument.

7.1 OWNER'S PROJECT MANAGER

The OWNER's Project Manager, who shall be empowered to act for the OWNER in accordance with the provisions of this Agreement, where such acts are not contrary to laws or ordinances, shall be identified in writing at the time the authorization to proceed is issued.

7.2 ENGINEER's PROJECT MANAGER

The ENGINEER's Project Manager for this PROJECT shall be MARLIN J. DE HAAS, P.E. _____, who shall be empowered to act for the ENGINEER in accordance with this Agreement in all matters relating to the technical administration of services to be provided. The ENGINEER shall secure the OWNER's written approval prior to making any change in such assignment.

The OWNER reserves the right, for cause, to require replacement of any PROJECT personnel furnished by the ENGINEER.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed in duplicate by their respectively authorized officers or representatives as of the day and year first above written.

ENGINEER:

Morley DeHart

9/23/83
Date

CLACKAMAS COUNTY

BOARD OF COUNTY COMMISSIONERS

Chairman

Ralph Groener
Commissioner

Commissioner

APPROVED AS TO CONTENT:

Director, Department of
Environmental Services

APPROVED AS TO FORM:

County Counsel

DE HAAS & ASSOCIATES, INC.
CONSULTING ENGINEERS & SURVEYORS

SUITE 445-AGC CENTER
9450 S.W. COMMERCE CIRCLE

WILSONVILLE, OREGON 97070
(503) 682-2450

January 1, 1983

STANDARD FEE SCHEDULE

EXHIBIT "A"

1983

Listed hereafter is a schedule of hourly rates for engineering and surveying services most frequently performed by DE HAAS & ASSOCIATES, INC.

Principal	$42.58
Professional Engineer	37.26
Project Engineer	30.87
Engineer Technician	24.48
Design Draftsman	24.48
Draftsman	21.29
Inspector	23.42
Clerical	17.03
Survey Manager	29.81
Survey Technician	24.48
Party Chief	26.61
Head Chainman	18.10
Rear Chainman	14.90
2-Man Crew	44.71
3-Man Crew	59.61
Computer Time	No Charge
Electronic Distance Measurement	No Charge
Mileage	$ 0.30 per mile
Prints	$ 1.25 each
Xerox	$ 0.15 each
Direct Expense	Cost + 5%

NOTE: If work remains to be done beyond December 31, 1983, the balance of the fees to be earned on each subsequent January 1 will be modified in accordance with the Construction Cost Index of Engineering News Record, a McGraw Hill Publication of nationwide circulation widely used in construction industry for this purpose. The Construction Cost Index used as a basis will be the Index figure existing on January 1, 1983.

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST Plan #10236

SEE INSTRUCTIONS ON REVERSE

KEY ID # 2140

SECTION "Hubbard Road Extension" ~~to Highway 212~~

REGION Metro Region

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM TO	LENGTH
			2100'

☐ URBAN ☒ RURAL | CITY | COUNTY: Clackamas | ROAD/STREET NAME: Hubbard Road

ROUTE # | FEDERAL AID # | APPLICANT (IF OTHER THAN STATE): Clackamas County

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$ 65
RIGHT OF WAY		$ 0
ROADWAY	$ 253	
STRUCTURES	$ 0	
SIGNALS	$ 0	
ILLUMINATION	$ 0	
TEMPORARY PROTECTION	$ incl. above	
	$	
15% ~~40%~~ ENGINEERING & CONTINGENCIES	$ 38	
TOTAL CONSTRUCTION		$ 291
TOTAL ESTIMATE		$ 356

PROJECT DATA

GRADING	(✓)	X
PAVING	(✓)	X
STRUCTURES	(✓)	
SIGNING	(✓)	X
SIGNALS	(✓)	X
ILLUMINATION	(✓)	X
ENVIRONMENTAL CLASS	(1,2,3)	1
DESIGN CATEGORY	(1-7)	5
WORK TYPE	(1-12)	1

RIGHT OF WAY

FILES	(#)	Already
ACRES	(#)	acquired by
RELOCATIONS	(#)	County

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	A
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	A

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) 3 / 84 | RECOMMENDED FUNDING SOURCE: FAIX | RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	-	2
STRUCTURES (#)	-	-
SIGNALS (#)	-	?
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	-	14,000
YEAR OF AVERAGE DAILY TRAFFIC	-	2000

DEFINE THE PROBLEM

Planned development of the area requires an additional north/south access between Sunnyside Road and Highway 212.

PROPOSED SOLUTION

Extend Hubbard Rd.to intersect Highway 212 at 135th Ave. This project would construct the new extension only. An L.I.D. and developers would upgrade 122nd Ave. and the existing Hubbard Road.

REQUESTED REGION ENGINEER: X Richard C. Hubbard — DATE 8/11/83

APPROVED, ASST. HWY ENG FOR OPERATIONS: X — DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X — DATE | TRANSP COMM APPROVAL DATE | PROGRAM YEAR | FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.) Plan #10236

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Hubbard Road Extension to Highway 212

REGION

Metro Region

PROJECT JUSTIFICATION

The north/south route would relieve traffic pressure along 142nd and 152nd avenues, as noted on the Project Prospectus (Part 3).

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

Plan #10236

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Hubbard Road Extension to Highway 212

REGION: Metro Region

ITEM: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

ITEM		ITEM		ITEM		PERMITS AND DOCUMENTS					
A—95	N	SIGNS (PERMANENT)	A	STORM SEWER	A	AIRPORT CLEARANCE	N	WETLANDS		N	
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND		N	
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	A	FLOOD PLAIN	N	CULTURAL RESOURCE		N	
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE		N	
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER		N	
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	A	STATE LANDS	N	SECTION 106			
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY			
SOILS INVESTIGATION	A	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)			
HYDRAULIC STUDY	A	RR ENCROACHMENT	N			SIGNALS	A	OLD (#)	0	NEW (#)	0
						UTILITIES	A	(LIST BELOW)			

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
N	N	N	N

COMPANIES

Storer Cable TV
Portland Gen. Elec.
Pacific NW Bell
Clackamas Water
NW Nat. Gas
Clackamas Sewer Dist. #1

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS
						35	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							NEW	ALIGNMENT								
				6	-	-	12'	-	12'	-	-	6				
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

OM MRE OE PPM CE
TOS ME
US 10-28-83 PDM
CSA Metro Region TAM
CO PA EM BUD LM

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS STATE OF OREGON

JOHN C. McINTYRE, Director
WINSTON W. KURTH, Deputy Director
ARDIS M. STEVENSON, Assistant Director

October 28, 1983

Ted Spence
Program Coordinator
Region I
Oregon Dept. of Transportation
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Enclosed please find a federal aid project request relating to the Hubbard Road project which is contained in the regional transportation improvement program.

As we discussed recently with Cliff Christianson, I am asking for your cooperation in "fast tracking" the processing of this application. As you will note, the project request covers the entire route, however, only a section of this route will be included under the federal improvement process.

Clackamas County is requesting an obligation of preliminary engineering, right of way which is inclusive of utilities relocation, and construction, in one single-obligation authority. Your help in getting obligatory authority on this project no later than February 1st will be greatly appreciated.

Winston W. Kurth
Deputy Director

/tlo

5/5

902 ABERNETHY ROAD * OREGON CITY, OREGON 97045 * (503) 655-8521

1985 Gettings Cr. Safety Rest 10,119
Area Sec. of the Pacific Highway
(Water supply & sewage system improve.)

#1

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-3(122)178

2. STATE PROJECT NO.

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20041

2A. COUNTY NAME
Lane

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
July 15, 1987

8. FEDERAL ROUTE NUMBER
Interstate 5

9. STATE ROUTE NUMBER
1

10. GENERAL LOCATION:
Gettings Creek Safety Rest Area

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested in Mr. Potter's letter of 7/7/87 we approve the revised Preliminary Engineering costs to a TEC of $21,270; Federal Funds $19,615.

(Increase TEC $2,870; Federal Funds $2,647)

RECEIVED
STATE HWY ENGR
JUL 21 '87
REFER TO Potter
FOR
Info | Invest | R/D | D.F. | Sign | Act | File

Orig to 7/21

14. DATE 7/17/87

15. SIGNATURE OF APPROVING OFFICIAL John T. Price

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-3(135)178
2. STATE PROJECT NO.:
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 20041
2A. COUNTY NAME: Lane
6. TO:
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310
7. DATE AUTHORIZATION EFFECTIVE: October 17, 1985
8. FEDERAL ROUTE NUMBER: Interstate 5
9. STATE ROUTE NUMBER: 1
10. GENERAL LOCATION:
Gettings Creek Safety Rest Area
11. GENERAL DESCRIPTION OF WORK
Installation of Power Service
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10/17/85 as requested in Mr. Fredrickson's letter of 6/26/87 as being cost effective for the use of Emerald Peoples Utility District forces to proceed with the above work.

State Force Order No. 1 Supplemental is approved to a TEC of $7,504.15; Federal Funds $6,920.00.

RECEIVED
STATE HWY ENGR
JUL 15 '87
REFER TO
Potter
FT

Orig to 7/15

14. DATE: 7/14/87
15. SIGNATURE OF APPROVING OFFICIAL: John T. Price
16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: July 7, 1987

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project No. IR-5-3(122)178
Gettings Creek Safety Rest Area
Pacific Highway
Lane County

I request approval to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification.

The preliminary engineering costs are $21,270.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR-2A).

RLC:me
Attachments
cc: Paul Singer
Region 3
General Files

Form 734-3122 (1-87)

jc cc: OSHD (Pulien)

STATE COPY

U.S Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Lane	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
6/24/87	Richard R. Arnold, Area Engineer		IR-5-3(135)178
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
7/1/86	12/29/86	100 %	S.C.D. 3/31/86

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GETTINGS CREEK SAFETY REST AREA
PACIFIC HIGHWAY
Water Supply and Sewage System Improvements

This project provided for the installation of a new sewer system, installation of a new water system, replacement of toilet fixtures, and other work common to this type of project. A contract in the amount of $136,884.20 was awarded Rob's Backhoe Service, Inc., dba Heavens Gate Construction, Cottage Grove, Oregon on 8/29/85. Contract work began on 10/17/85.

The contract was under a work shutdown order from 4/1/86 till 6/11/86. A resume work order was issued 6/11/86 and work was completed 7/1/86, using 21 days of the 61 day extension. No liquidated damages were assessed.

The final participating estimated cost was $162,409.21 which includes $130,018.70 for bid item work, $3,009 for work under price agreements, $3,975.45 for force account work, $4,4843.06 under State force orders and $20,500 for engineering.

A copy of the statement of overruns and underruns is attached to the Division office copy of this report.

- RRA -

RECEIVED
JUL 2'87
REFER TO
Fredrickson
Info Insp. R/W Eng. Const. File

by 7/9

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard R. Arnold		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 6/25/87	TITLE District Engineer	DATE 7/1/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 3-99	U.S. Department of Transportation **Federal Highway Administration**	State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Lane
MODIFICATION NUMBER 1		Project Number: IR-5-3(135)178

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 7, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 161,915	$ 167,818
Federal funds	$ 149,317	$ 154,761
Other revisions		

This modification is made for the following reasons:

To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7TH day of NOV, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

~~XXX~~ For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

Oregon State Highway Division
Salem, Oregon March 3, 1987

Federal-Aid Project No. IR-5-3(135)178

Gettings Creek Safety Rest Area
Pacific Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y022
Comfort and Convenience Facilities

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Type 2 Fencing (PA #3A)	$2.19	---	---	---	$2,409.00	
Drill & Blast Rock (FA #2)	---	---	---	---	3,494.20	
					$5,903.20	
					Increase	$ 5,903.20
			Subtotal from Estimate of October 3, 1985			137,657.20
					Subtotal	$143,560.40
					Engineering	18,582.60
					Total	$162,143.00

Retain in Reserve

Emerald Peoples Utility District

All Required	$ 5,000.00
Subtotal	$ 5,000.00
Engineering	675.00
Total	$ 5,675.00

Length of Project ---------- 0.00 mi.

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Y022	$162,143.00	$149,528.00	$12,615.00
Reserve	5,675.00	5,233.00	442.00
TOTAL	$167,818.00	$154,761.00	$13,057.00

Appn Code 044
Group 010 = 0%; Group 011 = 100%
Contract No. 10,119
Prefix: C620-1931 (P.E.)
C10119

RLC:me

STATE COPY

TO BE COMPLETED BY FHWA		STATE
10-64	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	Oregon
		COUNTY Lane
		PROJECT NO. IR-5-3(135)178

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Gettings Creek SRA

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7/31/85	0.0
OTHER *(Specify)*		

FUNDS Pro-rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 161,915.00	$ 149,317.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By XX For: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 7 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

G-File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 3, 1985

FEDERAL AID PROJECT NO. IR-5-3(135)178

GETTINGS CREEK SAFETY REST AREA
PACIFIC HIGHWAY
LANE COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE Y022
COMFORT AND CONVENIENCE FACILITIES

Mobilization	Lump Sum	All	Lump Sum	$ 14,465.00
Toilet Buildings	Lump Sum	All	Lump Sum	24,925.00
Evaluation of Existing Well	Lump Sum	All	Lump Sum	1,298.00
Removal of Existing Seal and Casing	Lump Sum	All	Lump Sum	2,185.00
Drilling Additional Depth	Lin. Ft.	200	12.00	2,400.00
6-inch Well Casing	Lin. Ft.	200	6.50	1,300.00
Well Casing Seal	Lin. Ft.	40	70.00	2,800.00
Well Development	Lump Sum	All	Lump Sum	1,680.00
Pumping Test	Lump Sum	All	Lump Sum	600.00
Standby Time	Hour	8	50.00	400.00
Water Supply Equipment	Lump Sum	All	Lump Sum	5,919.00
Water Supply Lines	Lump Sum	All	Lump Sum	1,400.00
Well Housing No. 1	Lump Sum	All	Lump Sum	6,391.00
Well Housing No. 2	Lump Sum	All	Lump Sum	5,184.00
Well Housing No. 3	Lump Sum	All	Lump Sum	9,608.00
3,000 Gallon Septic Tanks	Each	2	3,000.00	6,000.00
Pump Station Concrete Sumps	Each	2	3,000.00	6,000.00
Pump Station Equipment	Lump Sum	All	Lump Sum	23,535.00
4-inch Gravity Sewer Pipe	Lin. Ft.	130	5.00	650.00
3-inch Pressure Pipe	Lin. Ft.	2,360	2.00	4,720.00
1 1/2 inch Pressure Pipe	Lin. Ft.	4,180	3.69	15,424.20
				$136,884.20

ANTICIPATED ITEMS

EEO/Labor Compliance Monitoring (0.5%)	All Required	$ 773.00
	SUBTOTAL	$137,657.20
	Engineering	18,582.80
	TOTAL	$156,240.00

RETAIN IN RESERVE

Emerald Peoples Utility District	All Required	$ 5,000.00
	SUBTOTAL	$ 5,000.00
	Engineering	675.00
	TOTAL	$ 5,675.00

Length of Project ---------- 0.0 mile

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Y022	$156,240.00	$144,084.00	$12,156.00
Reserve	5,675.00	5,233.00	442.00
TOTAL	$161,915.00	$149,317.00	$12,598.00

Group 010: 0%; Group 011: 100%
Contract No. 10,119
Prefix: C620-1931 (P.E.)
C10119

CPL/DRH:pf/me

January 16, 1987

CON 5 - #10,119

United States Fidelity
and Guaranty Co.
100 West Harrison Plaza
Suite 300, North Tower
Seattle, WA 98119

On December 31, 1986, we wrote to you concerning release of final payment on Contract No. 10,119 awarded to Rob's Backhoe Service, Inc. dba Heaven's Gate Construction for work on the Gettings Creek Safety Rest Area Section of the Pacific Highway in Lane County.

Final payment on this contract is $1,000.00, and the total contract amount is $137,472.07, including $3,975.45 for work performed under force account.

Fran Weavoll
COMMISSION SERVICES

cgc

cc: Rob's Backhoe Service, Inc.
dba Heaven's Gate Construction
33761 Cea Jac Road
Cottage Grove, OR 97424

bc: C. O. Fredrickson
Walt Hart
James J. Gix

10,119

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10119

TO: Commission Services

DATE: December 29, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10119 , On Site Work Substantially Completed July 1, 1986
All Work Completed	September 3, 1986
Project	Gettings Creek Safety Rest Area
Highway	Pacific
County	Lane
Type of Work	Water Supply and Sewage System Improvements
Contractor	Rob's Backhoe Svc. Inc., dba Heaven's Gate Const. Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

12-31-86 - Surety letter written.

RECEIVED
DEC 30 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

C.119

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

RECEIVED
OCT 02 1986
ROAD DESIGN SECTION

NARRATIVE

Project: Gettings Creek
Highway: Pacific
County: Lane

Contract: C10119
FAP: IR-5-3(135)178

This project was to up-grade the water and sewage system at both the northbound and southbound Gettings Creek Safety Rest Areas.

The contract was awarded to Rob's Backhoe Service, dba Heaven's Gate Construction, on August 29, 1985 for $161,915.92. The project was complete on March 31, 1986. A time extension was approved for 61 days to install 11,001 Linear Feet of Type 2 fencing to protect the drainfields. The final project costs wre $160,633.30.

This project had a number of problems. The first was the drainfields. The contract allowed work on the drainfield only between June 1 and October 1. The project was awarded August 29, 1985 with a specified completion of March 31, 1986. A variance was obtained from Lane County sanitation to allow work on the drainfield until December 1. The northbound drainfield, as shown on the plans, was not where the Lane County Sanitarian had approved it.

The drainfield, as designed, would not fit in the area the sanitarian had approved. Construction Engineering time had to be spent to re-design and locate the drainfields where a drainfield permit could be issued. There was no problem with the southbound drainfield, so the Contractor was not held up during this re-design.

The main problem we have experienced is with the new air flush toilets. The flush timing on these toilets is very critical. The cycle should be about 8 seconds. Three second either way and problems occur. Problems range from 4" mainline plugging to toilet back flowing sewage onto the floor. These toilets are a new product. No local plumbers have any knowledge of or parts for these toilets. The

manufacturer is willing to put on a seminar on these toilets if we ask for it. I recommend that before we install anymore of these toilets we have a seminar to teach both construction inspectors and maintenance personnel how to operate, time, and maintain them. When these toilets are under heavy public use, it is no time to learn by trial and error.

When these new air flush toilets have been installed, extreme care should be taken to prevent the valves from being bumped. Air must leak through screw threads to make the flush cycle work properly. If these screws are bumped, the threads jam a little and air will not bleed off properly, throwing the flush cycle off.

I also recommend that the siren be removed from the pump station alarm system. The alarm system is to warn maintenance personnel that one of the two (2) effluent pumps has failed. The flashing red light on the pump panel located behind the toilet building draws enough attention without the siren. When the siren sounds the State Police are called by the public using the rest area. The back-up pump will turn on and pump the effluent to the drainfield. One pump failure is not an emergency situation.

At Gettings Creek, the cleaning services are contracted to a handicapp program. These people have no place to store their cleaning supplies except in the building with the flush valves. A storage shed should be built so the buckets, mops, brooms, etc., are not bumping in to these valves.

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Gettings Creek Rest Area
Highway: Pacific
County: Lane

E.A.: C10119

FAP: IR 5-3(135)178

****

SUMMARY

	Original Authorization	Semifinal Estimate	+/- %
Bid Items	136,884.20	130,081.70	- 5%
Anticipated Items	5,773.00	8,277.15	+43%
Contingencies	6,419.57	7,374.45	+15%
Engineering	12,839.15	14,900.00	+16%
Liquidated Damages	0	0	
TOTAL	$161,915.92	$160,633.30	

****

EXPLANATION

The original authorization was $161,915.92. All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

EXPLANATION (Continued)

Item No.	Title	Unit	Original Contract Quantity	Final Contract Quantity	Percent + or -
B.I. #					
Explanation:					
B.I. #					
Explanation:					
SFO # 1	Install Power Service	L.S.	$5,000	$7504.15	+50%
Explanation:	Original estimate of costs was incorrect.				
P.A. #1	Remove Liner	L.S.	$ 600	$ 600.00	
Explanation:	Remove well liner that was not anticipated on the plans.				
P.A. #2	Install Fence	L.F.	4,500	DELETED	
Explanation:	P.A. #2 was to install type 2 fence along existing R/W line.				
P.A. #3	Install Type 2 fence	L.F.	1,500	1,100	
Explanation:	Due to a right-of-way conflict, P.A. #2 was deleted and 1,100 feet of fence was installed.				

Larry D. Lindley

Larry D. Lindley, Project Mgr.

LDL:jam
xc: File

OREGON DEPARTMENT OF TRANSPORTATION — HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: ~~August 30, 1986~~ September 6, 1986

PROJECT NAME (SECTION): Gettings Creek Safety Rest	CONTRACT NO: C10119
HIGHWAY: Pacific	COUNTY: Lane
	F A PROJECT NO: IR 5 3 135 178
CONTRACTOR: Heavens Gate Construction	KIND OF WORK: Water and Sewage
	DATE OF AWARD: August 17 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION	$ 161,915.92
ESTIMATED PROJECT COST	$ 164,500.00
ESTIMATED PERCENT OVERRUN/UNDERRUN	XXXX 1.6%

ENGINEERING

AUTHORIZATION	$ 12,839.15
COST THIS WEEK	$ 0.00
TOTAL TO DATE	$ 14,900.00
PERCENT OF AUTHORIZATION	116 %

FIRST NOTIFICATION DATE: October 17 1985

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND: July 2, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: August 20, 1986

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100%

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	03/31/86	0	0	0	YES
	/ /	0	0	0	
	/ /	0	0	0	
	/ /	0	0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	Project
ORIG. CONTRACT QUANTITIES	0 cy	0 tn	0 tn			
EST. CORRECTED QUANTITIES	0 cy	0 tn	0 tn			
EST. PERFORMED TO DATE	0 cy	0 tn	0 tn			
PERCENT PERFORMED TO DATE	100	100	100	0	0	100

ACTIVITIES THIS WEEK:
Project completed no activity

PROJECT VISITORS:
NONE

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):
Issued 2nd notification July 2, 1986
Issued 3rd notification September 3, 1986

FINAL REPORT

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): Larry D. Lindley
Larry D Lindley

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10.119

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: August 26, 1986

In Reply Refer to File No

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5
10119

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-5-3(135)178

Contract 10119, Work Completed July 1, 1986

Project Gettings Creek Safety Rest Area

Highway Pacific

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 8-12-86

NOTED
LARRY RULIEN

Dale E. Wilken
Division Administrator

RECEIVED
HWY ENGR
SEP - 2 '86
REFER TO
FOR
Info | Invest | R/D | J/R | Sign | Act | File

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED
AUG 27 1986

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STATE HWY ENGR
AUG 20 '86
REFER TO
Fredrickson
FOR

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

8/21

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Lane	Oregon

Info | Inves | R/D | D/R | Engr

IN COMPANY WITH

Larry Lindley and Rob Paul; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
8-12-86	W. N. Bryant, Area Engineer	IR-5-3(135)178

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	SEE BELOW	S.C.D. 3-31-86 %	100 %

GETTINGS CREEK SAFETY REST AREA
PACIFIC HIGHWAY
Water Supply and Sewage System Improvements

NOTED
W. E. SCHWARTZ

This project provided for the installation of a new sewer system, installation of a new water system, replacement of toilet fixtures, and other work common to this type of project. A contract in the amount of $136,884.20 was awarded Rob's Backhoe Service Inc., dba Heavens Gate Construction, Cottage Grove, Oregon on 8-29-85. Contract work began on 10-17-85 and was completed in reasonably close conformance with the approved plans and specifications on 7-1-86 at a final estimated cost of $159,657 which includes $130,082 for original bid item work, $2,700 for Price Agreement work, $3,975 for Force Account work, $8,000 for State Force work and $14,900 for construction engineering.

The original contract provided for a 3-31-86 completion date; however, a 61 calendar day time extension was approved on 5-23-86 (only used 21 of the 61 days). Project records indicate that all materials incorporated into the work were tested or field inspected in accordance with established procedures and found to be in reasonably close conformance with specification requirements. A considerable amount of problems were encountered in getting the specified low water, air operated toilets to operate properly. This type of toilet could be a maintenance problem in the future.

Based on the results of this inspection final acceptance of the contract work is recommended.

- WNB -

Form **FHWA-1446A**
(Rev. 2-84)

May 23, 1986

CON

Rob's Backhoe Service Inc.
dba Heaven's Gate Construction
33761 Cea Jac Road
Cottage Grove, OR 97424

Time Extension Request
Gettings Creek SRA
Contract No. 10,119
FAP No. IR-5-3(135)178

Your request for additional contract time in which to complete the above project has been reveiwed.

A contract time adjustment of an additional 61 calendar days is granted due to the work to be performed under Price Agreement No. 2. The adjusted contract time for completion of this contract is May 31, 1986.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Field Services

OBJ:kjm sl

bc C. O. Fredrickson
James J. Gix w/att.
Larry Lindley w/att.
FHWA w/att.
Bruce Walton

ROUGH DRAFT FOR MR. SCHWARTZ'S CONSIDERATION

RECEIVED
STATE HWY ENGR
MAY 21 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

CON 5
10,119

May 16, 1986

Rob's Backhoe Service Inc.
dba Heaven's Gate Construction
33761 Cea Jac Road
Cottage Grove, OR 97424

RE: Time Extension Request
Gettings Creek SRA
Contract No. 10,119
FAP No. IR-5-3(135)178

return to Construction – OBJ
Sam confused by draft & attachment.
One says 61 days, the other 14 days.
Am I missing something?
WES

Your request for additional contract time in which to complete the above project has been reviewed.

A contract time adjustment of an additional 61 calendar days is granted due to the work to be performed under Price Agreement No. 2. The adjusted contract time for completion of this contract is May 31, 1986.

W. E. Schwartz -
This was a fixed date of completion contract. Region's recommended 14 day extension is to allow time for installation after receipt of materials. They didn't know how long it would take to get materials. Turned out to be some 47 days. Therefore total time extension should be 61 C.D., or to June 1, 1986.
OBJ

O.K. - WES

NOTED
W. E. SCHWARTZ

W. E. Schwartz, P.E.
Ass't. State Highway E

WES:OBJ:kjm

bc: C. O. Fredrickson
James J. Gix
Larry Lindley
FHWA
Bruce Walton

TE/275

RECEIVED
ATE HWY ENGR
MAY 19 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

CE ..... CAE .....
COE ..... OM .....
OE .....
CA .....
CAM .....
ESO .....
RECEIVED
MAY 21 1986
CONSTRUCTION SECTION
SPC ..... TC .....
SA ..... CC .....
PE ..... CP .....
PQC .....
QCS .....
FILE .....

STATE OF OREGON

Highway Division - Region 3

INTEROFFICE MEMO

440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: April 25, 1986

FROM: W. J. Quinn
Region Construction Engineer

SUBJECT: Time Extension
Gettings Creek Safety Rest Area
Contract C10119

I have analyzed the contractor request for a time extension on subject project and I agree with the project manager that a 14-day extension be granted.

The State requested extra work be performed very late in the contract, and the contractor could not acquire the fencing to complete the work within the allotted time. Since the State caused the delay, an extension should be granted.

wjq:cjb

5-15-86

W. E. Schwartz -

I concur with Region and Project Mgr. and recommend a time extension to 6-1-86 due to work to be done under Price Agreement No. 2.

CE ..... CAE ..d
COE ..... OM .....
OE .....
CA .....
CAM .....
EEO .....

RECEIVED
APR 29 1986
CONSTRUCTION SECTION

SPC ..... TC .....
SA ..... CC .....
PE ..... CP .....
PQC .....
QCS .....
FILE .....

81-125-1387

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1. FEDERAL-AID PROJECT NO.
IR-5-3(135)178

2. STATE PROJECT NO.
See Below

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
20041

2A. COUNTY NAME
Lane

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JAN 30 '86
REFER TO
Ritter
FOR
Info | Term | R/W | O.E. | Sec. | Ltr | File

7. DATE AUTHORIZATION EFFECTIVE
October 17, 1985

8. FEDERAL ROUTE NUMBER
Interstate 5

9. STATE ROUTE NUMBER
Primary 1

10. GENERAL LOCATION:
Gettings Creek safety Rest Area

11. GENERAL DESCRIPTION OF WORK
Installation of Power Service for the Rest area

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10-17-85 as requested in Mr. Fredrickson's letter of 1-24-86 as being cost effective for the use of Emerald People's Utility District forces to proceed with the above work.

State Force Order No. 1 is approved to a TEC of $5,000;
Federal Funds $4,611.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/29/86	D. K. Hoosner	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Don Aman
Condemnation/Federal-Aid Coordinator

DATE: November 6, 1985

FROM: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Acquisition of Right-of-way
Gettings Creek Safety Rest Area Section
Pacific Highway
Lane County
File No. 54935

State funds in the amount of $5,000 have been authorized to purchase the above listed file as requested in your letter of October 29, 1985. If the expense is expected to overrun the authorized amount, please request an additional authorization.

Prefix C020-2032 has been assigned for costs necessary to acquire the property.

RDF:bkb
cc: Benny Vaughan
General Files

81-125-1387

September 18, 1985

CON 5 - 10,119

Rob's Backhoe Service, Inc. dba
Heaven's Gate Construction
33761 Cea Jac Road
Cottage Grove, OR 97424

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

Contract No. 10,119 for work on the Gettings Creek Safety Rest Area Section of the Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance and payment bond.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: United States Fidelity and Guaranty Company
100 West Harrison Plaza
North Tower, Suite 300
P. O. Box C19104
Seattle, WA 98109

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
Doug Greene

Heaven's Gate Construction

19926 E. Greenwood Drive
Aurora, Colorado 80013
303-693-6770

33761 Cox Jac Road
Cottage Grove, Oregon 97424
503-942-7890

August 27, 1985

Dept. of Transportation
Oregon State Highway Division
Salem, Ore.

Enclosed is a copy of a price quote from Fruiten's Plumbing and Heating Co. of Hillsboro, Oregon to meet our DBE goals.

Our firm is WBE/MBE certified with the State of Oregon and we will be performing 35% of the work to be done.

Rob Schmidt is Manager of Operations for our firm, and he will be in charge of the project.

Sincerely,

Dyann Schmidt
President

DLS:ds

RECEIVED
AUG 27 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

FUITEN'S PLUMBING & HEATING CO.

Industrial - Commercial - Residential

ROBERT L. FUITEN
PHONE: 357-3798
648-6604

1832 PACIFIC AVE.
FOREST GROVE, OREGON 97116

August 27, 1985

Heavensgate Construction
33761 Ceajack Road
Cottage Grove, OR 97424

Job: Gettings Creek Safety Rest Area

Attention: Rob Schmidt

We propose to furnish material and perform labor necessary to complete mechanical as described in Division 15 of Specifications and Drawings 40822 & 40823

for sum of $19,171.00

Note exclusions -

1 - All electrical
2 - Metal partitions and accessories
3 - Raised floor under Handicapped Closets

Very truly yours,

Robert L. Fuiten

RLF/pa

RECEIVED
AUG 27 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

320 1931

let 8-22-85

900 –	1181	4000
905 –	103	3000
903 –	14235	5000
920 –	36	200
934 –	649	

18203

910 –	1000
915 –	3000
921 –	2000
923 –	200

18400

000 –	4607
001 –	431
010 –	275
011 –	15928

21241

Form 81-734-3048X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET ..... OF ..... SHEETS

	6-85		6-85		6-85		Total		6-85		Total
900 1		33		900	1181		1181	925			
2		34		901				927			
901 3		934 35		901				929			
901 4		911 36		902				933			
905 907 5		37		903	14235	50 2045	16330	934	649		649
903 6		923 38		903				937			
904 7		49		904				949			
909 910 9		020 50		905	103	203	306	960			
908 10		913 55		906				961			
11		990 60		907				962			
915 12		961 980 80		908				963			
13				909				964			
14				910				980			
050 15				911				990			130
16				911				020			
963 964 18				912				050			
990 19				913							~~21241~~ ~~21111~~
20				914							
21				914							
964 22				915		150	150		21241 21111	- To Date	
23				916					130		
990 24				917							
25				920	36	112	148				
703 26				921		2256	2256				
27				923		91	91				
914 32				923							

jc 10,119

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-3(135)178

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20041

2A. COUNTY NAME: Lane

8-6-85

6. TO:

Mr. E. S. Hunter
Acting State Highway Engineer
State of Oregon
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: July 31, 1985

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Gettings Creek Safety Rest Area

11. GENERAL DESCRIPTION OF WORK

Water Supply and Sewage System Improvements

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)*

Anticipated items as shown in your "PS&E" Estimate dated 7-25-85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 7-29-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $179,923 Federal Funds $165,924.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
AUG - 8 '85
REFER TO
Potter
FOR

Info	Inves.	R/D	D/R	Sign	Act	File

Orig. wl att. to 8/8

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/6/85	S. K. Hosmer	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,119 2-5-82 PAK 8-1 Gettings Cr.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-3(122)178
2. STATE PROJECT NO.: See below
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 20041
2A. COUNTY NAME: Lane
6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 2/10/82
8. FEDERAL ROUTE NUMBER: Interstate 5
9. STATE ROUTE NUMBER: Primary 1
10. GENERAL LOCATION: Gettings Creek Safety Rest Area
11. GENERAL DESCRIPTION OF WORK: Preliminary Engineering
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [XX] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $18,400 F.F. $16,968
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 2/5/82.

RECEIVED
STATE HWY ENGR
FEB 23 '82
REFER TO
FOR
Info | Invest | R/D | Agr | Insp | Acct | Files

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/5/82	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Pa. 8-1

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. I	ROUTE NO. STATE
I-5, 3.3 mi. N. of Cottage Grove "Gettings Cr. Safety Rest Area"	044	20041	IR-5-3(122)178	I-5	1

Access Control Full Parking Restrictions Complete System Revision None

Airports (within 2 Mi.) None ROW 250' normal

Water Development None Recreation & Historical Areas None

Lane (059)

A-95 Review:

State Cl. Ho. ..... Exempt___ Date Approved 6-22-71

Dist. 5 Cl. Ho. ..... Exempt___ Date Approved 6-30-71 No Reply___

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 4 .

(2) A-95 Review accomplished under first stage which was well drilling under Project I-5-3(105)178.

(3) In FY '82 AP in 6 Yr. HIP on pg. 18 as index 301.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

x All Phases
___ All Phases thru Final Envir. Document
___ Incl. Archeological Salvage
___ " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 18,400
92.22%	FF	$ 16,968
	STATE	$ 1,432
	____	$

For PR-37:
Field Phase $
PS&E Phase $

JLG:bkc

REMARKS:
1) Attached is a copy of "Authority for Survey" & project map; also copies of A-95 Review Conclusions.
2) This project to complete work included in project I-5-3(12)169 which will permit closing of that project.

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
2-5-82	D.E. SWAN, P.E.	OPERATION PROGRAMMING ENGINEER

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTU

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX 620-1931

1 - IDENTIFICATION

PROJECT NAME: Gettings Cr. SRA

HIGHWAY NAME: Pacific

HIGHWAY NUMBER: 1

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
3	5	Lane	

LENGTH	MILEPOST NUMBER			
	178.07	~~TO~~ &	178.21	[X] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [ ] YES [X] NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: [X] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [ ] OTHER

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [ ] GRADING [ ] PAVING [ ] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [X] OTHER Sewer & Water

PROJECT DESCRIPTION

Reconstruct the water supply system and the sewage disposal system. ~~Construct handicap amenities~~.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
N/A	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
N/A	N/A	[ ] LIGHT [ ] MEDIUM [ ] HEAVY

APPROVED

Frank E. Kaspin

Location Engineer

Date 1-15-82

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	N/A	
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☒	☐	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☐	☒
Drainage	☒	☐	☐
River _____	☐	☒	☐
Stream _____	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☒	☐	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☒	☐	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	X	☐
Environmental Assessment	☐	X	☐
Statewide Assessment	X	☐	☐
Negative Declaration	☐	X	☐
Environmental Impact Statement	☐	X	☐
4-F Statement	☐	X	☐
Citizen Advisory Committee	☐	X	☐
Public Hearing _____	☐	X	☐
Borrow Source	☐	X	☐
Material Source	☐	X	☐
Utilities	☐	X	☐
Type _____			

	YES	NO	MAYBE
Hydraulics Study	☐	X	☐
Soils Investigation	☐	☐	X
Airport Clearance	☐	X	☐
Economic Analysis	☐	X	☐
Requires Field Survey	X	☐	☐
Old Survey Available	☐	X	☐
Requires Vicinity Map	☐	X	☐
Requires Photogrammetry	☐	X	☐
Requires Reconnaissance Survey	☐	X	☐
Reconnaissance Available	☐	☐	X
Design Review	☐	☐	X

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	X	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	X	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(14)	1
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	(6)	6

RECOMMENDED CONSTRUCTION DATE _____ (Region) — (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

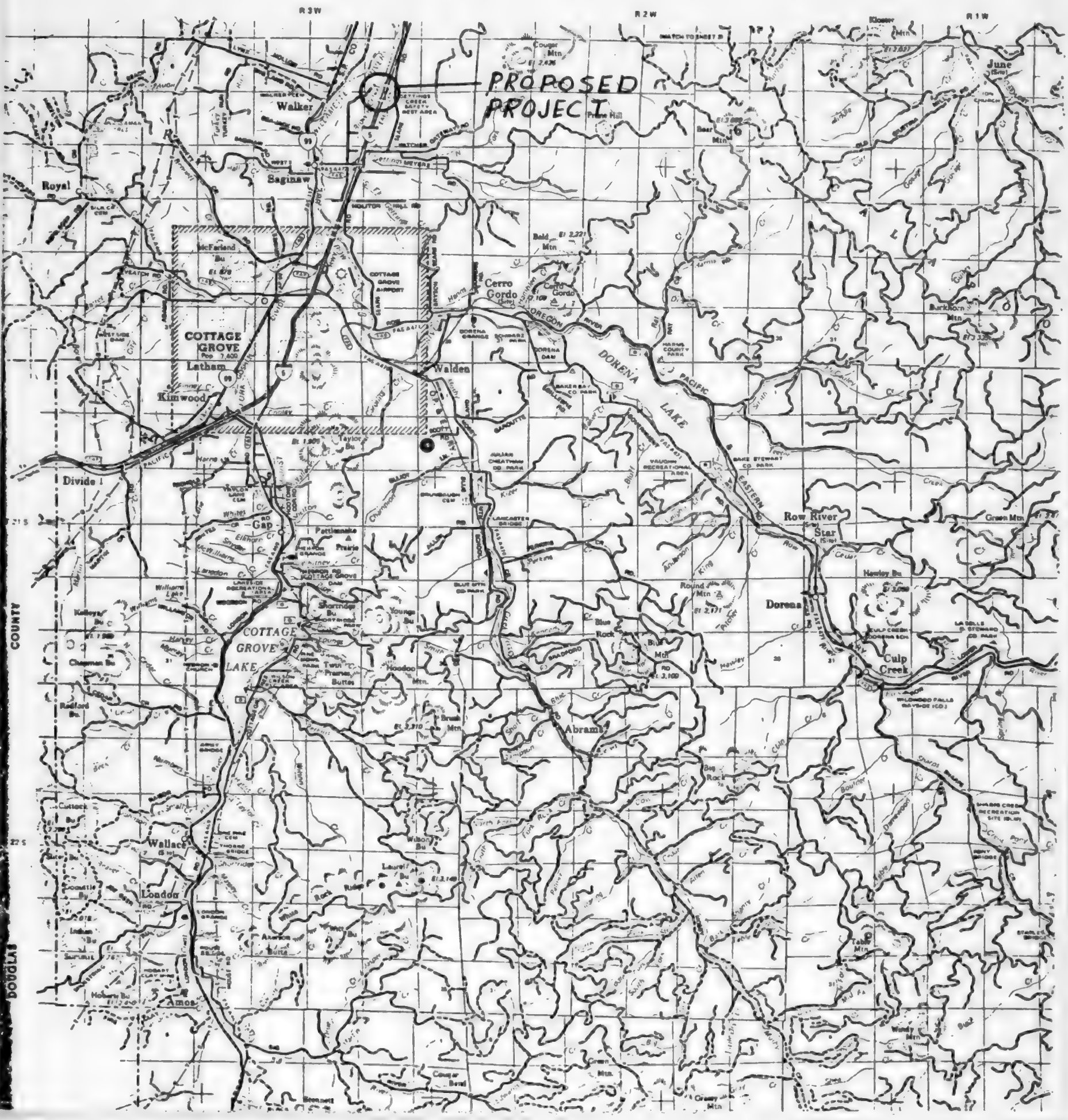
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	10,000	18.400
RIGHT OF WAY		
TRAFFIC CONTROL		2 000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Water and sewer improvements	200,000	300.000
ENGINEERING & CONTINGENCIES	40,000	60.000
PROJECT TOTAL	250,000	380.400

SUBMITTED BY Roger E Pelett
Region Design Supervisor


123°05
123°00
122°55
122°50
R3W
R2W
R1W
PROPOSED PROJECT
Walker
Saginaw
Royal
McFarland Bu
COTTAGE GROVE
Pop 7,400
Latham
Kimwood
Divide
Gap
Cerro Gordo
Walden
DORENA LAKE
Dorena
Row River
Star
June
Culp Creek
Abrams
COTTAGE GROVE LAKE
Shortridge Bu
Wallace
London
Amos
COUNTY
DOUGLAS

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: D. E. Swan
Operations Programming Engr.

DATE: December 9, 1981

FROM: ROGER PATITZ
Region Design Supervisor

SUBJECT: Thompson Creek Bridge
Mapleton-Junction City Highway
Lane County

Oakgrove SRA
Pacific Highway
Linn County

Gettings Cr. SRA
Pacific Highway
Lane County

Herewith initiating documentation for proposed subject projects.

The two SRA projects meet the requirements for categorical exclusion. They do not involve waterways.

The Thompson Cr. Bridge project is a proposed replacement over Thompson Cr. This project appears to meet the requirements for categorical exclusion. A category request is being submitted directly to the Environmental Section documenting this proposed category.

Handicap amenities are presently scheduled for these rest areas. We propose that this work be rescheduled as part of the improvements with the water supply and sewage disposal construction.

rep/cw
Encl.
cc F. E. Terpin
Gary Potter

1-7-82
will not include handicap work as it must be done by 7/82 and sewer work may be far into the future. L

Contains Recycled Materials
81-125-1367

RECEIVED
JAN 04 1982
LOCATION SECTION

OP*75883-123

Gettings Cr. SRA
Pacific Highway
Lane County

Resident Engineer	901	4,000
Citizens Involvement	902	
Consultants Fees	904	
Final Design	905	3,000.00
Bridge Design	906	5,000.00
Preliminary Design	907	
Field Testing Section (Construction)	908	
Right of Way Descriptions	909	
Soils & Geology	910	1,000
Signing (Traffic Dept)	911	
Landscape Department	912	3000
Right of Way-Liaison & Relocation	913	
Utility Liaison	914	
Not to be used with Survey Prefix	915	
Photogrammetry	916	
Inventory Needs	917	
Reconnaissance & Hydrology	918	
Engineering Graphics	919	
Program & Planning Administration	920	200.00
Specifications	921	2000.00
Environmental Section	923	200.00
Department of Transportation	924	
Foundation Investigation	926	
Training Courses,Conferences & Seminars	950	
Employee Relocation Assistance Program	955	
Historical Sites Inventory	975	
Public Hearings Charges	980	
EEO Monitoring Expense	985	
"Non-State" Employees Travel	986	15,400 18,400

(620-1943)

AUTHORITY FOR SURVEY

Section Gettings Creek SRA — Date December 8, 1981

Highway Pacific #1 — Authorization No. 1

County Lane #20 — Survey Prefix 620-1931 (Assigned by Salem office)

Description of termini, route, length, etc.:

Gettings Creek SRA MP 178.07 and 178.21

Purpose of survey:

To prepare plans, specifications and estimate for the reconstruction of the water and sewer system ~~and the construction~~ of handicap amenities. 1-7-81 L

Estimate of Cost:

Project Manager	(901)	$4,000
Final Design	(905)	3,000
Bridge Design	(906)	5,000
Soils & Geology	(910)	1,000
Landscape	(912)	3,000
Project Management	(920)	200
Specifications	(921)	2,000
Environmental	(923)	200

HR-5-3(122)178
2-10-82

Note: Some preliminary work on this project has been done under prefix 620-1943 whidh is now cancellad.
Approved by OTC 2-28-78

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
JAN 12 1982
LOCATION SECTION

Total estimated cost of survey . . . . . $ 18,400

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requests made by:

Roger E. Fitts
Field Engineer

Recommended for Approval:

J. X. Wilson
Regional Engineer

Recommended for Approval:

J. Frank E. Chapin
Location Engineer

Approved:

E. J. Dunster
Assistant State Highway Engineer

SP-19780-734

This authority replaces authority dated 4/30/81 and will establish a new FA program.

DATE: [illegible] Signature: [illegible]

AUTHORIZATION NO. ____

DATE: _____

SECTION: _____
HIGHWAY: _____
COUNTY: _____
PREFIX: C.620-1931
F.A. NO: _____

PRELIMINARY ENGINEERING

ACTIVITY	ORG. UNIT	*AUTHORIZATION APPROVED BY FHWA	REVISED AUTHORIZATION REQUESTED
900 Project Engineering Field Offices		$ 4000	$ 1190
901 Project Engineering Other Offices	N/A		
902 Citizen Involvement	N/A		
903 Final Design Bridge and Foundation	74	5000	16330
	7420		
904 Preliminary Design	7110		
905 Final Design	73	3000	310
906 Redesign	73		
907 T.P.D.T. Design	73		
908 Field Testing		1000	
909 R/W Descriptions	7111		
910 R/W Maps	7111		
911 Sign And Signal Design	76		
	76		
912 Railroad Maps	7362		
913 R/W Liaison			
914 Utility Liaison	7783		
915 Landscape Design	7114	3000	150
916 Photogrammetry Services	7142		
917 Inventory Needs			
920 Project Programming	06	200	150
921 Specifications And Estimates	7200	2000	2260
923 Environmental Studies	75	200	100
	75		
925 Air Monitoring	7510		
927 Free Bridge Design	74		
	74		
929 Free Bridge Specifications	7200		
933 Base Design	7141		
934 Geotechnical Investigation	7120		650
937 Hydraulic Studies	7143		
949 System Studies	N/A		
960 Process Project Prospectus	7144		
961 Prepare Hearing Study Data	7113		
962 Reconnaissance Surveys	71		
963 Review Field Surveys	7113		
964 Prepare Permits	7000		
980 Conduct Public Hearing	N/A		
020 Training	N/A		
050 Audit Services	0500		
			130
		$18400	$21270
		+2870	

* Amounts shown converted from function amounts that were previously given for this project.

Form 24-734-3030

to proj mgmt 1-31-80

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Gettings Creek S.R.A. Date April 9, 19 79

Highway Pacific #1 Authorization No. 4

County Lane #20 Survey Prefix 620-19
(Assigned by Salem office)

Description of termini, route, length, etc.:

At M.P. 178.0 (Gettings Cr. Safty Rest Area) on Interstate 5 thence along Interstate 5 to MP 174.7. Length 3.3 miles.

9-17-81 Called J Cox He will have Roger check cost estimate - he wants to go w/PE so we will have proposal ready when cottage Grove gets their system updated

Purpose of survey: Perform field survey and Plans, Specifications, & Estimate to construct a pressure sanitary sewer line from Gettings Cr. Safety Rest Area to City of Cottage Grove sanitary sewer system. Route of pressure line to follow existing freeway.

I-5-3-(-)178

Estimate of Costs:

Resident Engineer	(901)	$2,500	Project Management	(920)	100
Final Design	(905)	3,500	Specifications	(921)	1,000
Bridge Design	(906)	20,000	Adm. Serv. (Eng.)	(922)	200
Utility Liaison	(914)	500	Environmental	(923)	200
Recon. & Hydrology	(918)	200			

OTC Approval 2-28-78

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED JAN 28 1980 LOCATION SECTION

Redone this FHWA program was cancelled and new one approved

Total estimated cost of survey . . . . . $ 28,200

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requests made by:

Kenneth D Cole
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Perdue
Location Engineer

Approved:

E. J. Countryman
Assistant State Highway Engineer

SP*19760-734

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

April 13a 1979

FILE: LOC 17

FROM: KENNETH D. CODER
Regional Design Engineer

SUBJECT: Authority for Survey

TO: D.E. Swan
Federal Aid Manager
SALEM

620 0 2 5
1963
1922
1928
1943

- to Tarpin 4-18-79

Enclosed are two Authorities for approval by location:

St ABF split
55900
34402 407070

FHwA Approved
520,000

1. Gettings Creek S.R.A. 620 - 1943 - $400,000 $170,000.

21900 127013
4921

196,900

2. Manzanita S.R.A. ~~47-3907~~ 617-1926 - 400,000 $300,000.

KDC/ib
Encl.

909 -
906 + 21900
918 - 0
920 - 100
921 - 1000
914 - 500
922 - 300

620-1925 Nucan record ~~prior~~ 1976 No SA Gold Divide
620 1963 196,495
620 1922 6946
620 1928 169,227
620 1943 34402
407070

617 - 1926 4921
1922 121634
1928 458
127,013

RECEIVED
APR 18 1979
LOCATION
SECTION

Gettings Creek S.R.A.
Pacific Highway
Lane County

Estimate of Cost

Field	(901)	$2,500

901	2,500
905	3500
906 -	20,000
914 -	500
918 -	200
920 -	100
921 -	1000
922 -	200
923 -	200
	28,200 ~~24,700~~

FUNDING WORKSHEET FOR CONSTRUCTION/LOCATION PROSPECTUS

Section Gettings Creek SRA

Highway Pacific

County Lane

Authority for Survey # ~~[illegible]~~ 4

Prefix (only if for additional funding) # 620-1943 (1976)

Column A - Total Funds needed for present phase of work
Column B - Total Funds needed to complete project

		~~FUNDS REQUIRED BY RESIDENT~~ SA # 3		~~FUNDS REQUIRED BY REGION~~ spent thru 10/31/79		~~FUNDS REQUIRED BY SALEM~~ needed for SA #4		~~TOTAL FUNDS~~ REC FOR P.E.	
		A	B additl funds needed		B		B	A	B
Resident Engineer	901	7,500	2500	4962		7500			
Citizens involvement	902			5					
Payment to local government	903								
Consultant fees	904								
Final Design	905	10,000	3500	5211		8800			
Bridge Design	906	15,000	20,000	4860		25000			
Preliminary Design	907	2,000		1102		1100			
Right of way descriptions	909	500		436		500			
Soils and geology	910	12,000		12694		13,000			
Signing (traffic dept.)	911			3					
Landscape department	912	2,000		4501		4600			
Right of way - liaison & relocation	913								
Utility liaison	914		500			500			
Photogrammetry	916	100		28		100			
Inventory needs	917								
Reconnaissance & Hydrology	918		200	1		200			
Engineering graphics	919								
Project Management	920	200	100	38		100			
Specifications	921	500	1000	154		1200			
Administrative Services (engineering)	922		200			200			
Environmental Section	923		200	1		200			
Department of Transportation	924			10					
Air Monitoring	925								
Foundation investigation	926	1,000	-	326		400			
Free Bridge Design to county	927								
Training courses, confer. & seminars	950								
Employee relocation asst. program	955								
Personal leave	960								
Historical sites inventory	975								
Public hearing charges	980	100		69		100			
EIS monitoring expense	985								
"Non-State" employees travel	986								
TOTALS		55,900	28,200	34,402		63,500			

Signature

Date

1985 Claxter Rd NE-Ptld Rd NE 10,120
Sec of Verda Lane NE & Hyacinth St.
(Gr, pv, sign, ill, sig. & ldscp.) ■

RR 1234 6-10-86

C4A - 7698 - 5-26-83
10-29-82
8-26-82

RR 959 - 8-84

10,120

OREGON DEPARTMENT OF TRANSPORTATION

ITEMIZED STATEMENT OF FINAL COST

CLAXTER ROAD NE-PORTLAND ROAD NE SECTION
COUNTY ROAD
IX-1685 (3, 4 & 5) JUNE 23, 1993
AGREEMENT NO.: 7698
CITY OF SALEM

PARTICIPATING PRELIMINARY ENGINEERING FOR IX-1685(3)

PRELIMINARY ENGINEERING (STATE)	$144,393.41
PRELIMINARY ENGINEERING (SALEM)	9,422.29
AUDIT SERVICES	1,101.33
ARCHAEOLOGICAL SALVAGE	1,077.54
UTILITY ENGINEERING	577.35
SFO 1 RELOCATE POWER POLE (BONNEVILLE POWER)	5,216.91
SFO 2 RELOCATE TRANSMISSION LINE (PGE)	11,196.94
SFO 3 RELOCATE WATER MAIN (KEIZER)	27,501.88
SFO 4 RELOCATE WATER FACILITIES (SALEM)	51,840.68
SFO 5 RELOCATE TRANSFORMER (PGE)	11,741.38
RELOCATE TELEPHONE FACILITIES	6,667.00
TOTAL PARTICIPATING PROJECT COST	$270,736.71

NONPARTICIPATING PRELIMINARY ENGINEERING FOR IX-1635(3)

UTILITY ENGINEERING	$9.18
PRELIMINARY ENGINEERING	2,700.13
SFO 3 RELOCATE WATER MAIN (KEIZER)	2,893.65
TOTAL NONPARTICIPATING PROJECT COST	$5,602.96
TOTAL PROJECT COST	$276,339.67
LESS: FEDERAL FUNDS	-230,126.17
LESS: PARTICIPATING BY MARION COUNTY	- 3,465.98
LESS: PAYMENTS FROM THE CITY OF SALEM	- 28,551.19
LESS: STATE SHARE	- .07
AMOUNT DUE FOR THE PRELIMINARY ENGINEERING	$ 14,196.26

PARTICIPATING RIGHT OF WAY FOR IX-1685(4)	
RIGHT OF WAY SERVICES	$848,581.48
NONPARTICIPATING RIGHT OF WAY FOR IX-1685(4)	
RIGHT OF WAY SERVICES	$ 8,706.80
TOTAL RIGHT OF WAY COST	$857,288.28
LESS: FEDERAL FUNDS	-721,446.00
LESS: MARION COUNTY PARTICIPATION	- 10,187.07
LESS: PAYMENTS FROM THE CITY OF SALEM	-117,801.82
LESS: STATE SHARE	- 14.55
AMOUNT DUE FOR THE RIGHT OF WAY	$7,838.84
PARTICIPATING CONSTRUCTION COST FOR IX-1685(4)	
CONTRACT SUMMARY	$2,068,047.65
SFO 3 WORK BY CITY OF SALEM	3,927.10
SFO 9 & 15 WORK BY SPRR	280,020.37
SFO 10 WORK BY BNRR	158,167.63
SFO 12 STRIPING	10,683.29
SFO 16 EEO MONITORING	9,730.42
CONSTRUCTION ENGINEERING (STATE)	266,830.65
CONSTRUCTION ENGINEERING (BNRR)	363.46
CONSTRUCTION ENGINEERING (SPTC)	3,886.44
AUDIT SERVICES	900.35
TOTAL PARTICIPATING PROJECT COST	$2,802,557.36
NONPARTICIPATING CONSTRUCTION COST FOR IX-1685(5)	
INTEREST ON FINAL PAYMENTS	$8.63
CONSTRUCTION ENGINEERING	2,599.36
CONTRACT SUMMARY	5,592.24
TOTAL NONPARTICIPATING PROJECT COST	$8,200.23
TOTAL PROJECT COST	$2,810,757.59
LESS: FEDERAL FUNDS	-2,382,173.75
LESS: NONPARTICIPATING TRAINING	- 33.58
LESS: MATCH ON TRAINING	- 1,181.16
LESS: MARION COUNTY PARTICIPATION	- 31,972.43
LESS: CITY OF SALEM PAYMENTS	- 394,326.77
LESS: STATE EQUIPMENT RENTAL	- 1,069.90
BALANCE DUE ON CONSTRUCTION	$ 0.00
BALANCE DUE FROM THE CITY OF SALEM	$ 22,035.10

Oregon Department of Transportation

INVOICE

PAGE NO. 1

BILLING DATE
06/04/93 8:49

REPORT NO.
FMBL824-1

TO ENSURE PROPER CREDIT, RETURN THIS FORM WITH YOUR REMITTANCE TO:

OREGON DEPARTMENT OF TRANSPORTATION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

CITY OF SALEM
COST ACCOUNTING SUPV - GERALD MATTSON
555 LIBERTY ST SE RM 230
SALEM OR 97301

FOR INFORMATION CONCERNING
THIS INVOICE CALL:
(503)378-6578

AGENCY	T/C	CURR. DOC.	DOC. DATE	VENDOR NO./SUFFIX	UNIT
02	350			53031 -00	9901

ACCOUNT	REVENUE SOURCE	AGENCY SOURCE	CUSTOMER AMOUNT DUE	CUSTOMER AMOUNT REMITTED	REV	CUSTOMER REFERENCE
RVF08169-000 02	844010	02	595.71			10569-CO
RVF05168-000 01	844010	02	9,956.65			7121
RVF04284-000 01	844010	01	22,035.10			7689
RVF04125-000 01	844010	02	4,476.42			8346

AMOUNT DUE	$37,063.88

734-1150A(11-83)

10,120

OREGON DEPARTMENT OF TRANSPORTATION

ITEMIZED STATEMENT OF FINAL COST

CLAXTER ROAD NE-PORTLAND ROAD NE SECTION
COUNTY ROAD
IX-1685 (3, 4 & 5)
AGREEMENT NO.: 7698
MARION COUNTY

JUNE 23, 1993

PARTICIPATING PRELIMINARY ENGINEERING FOR IX-1685(3)

PRELIMINARY ENGINEERING (STATE)	$144,393.41
PRELIMINARY ENGINEERING (SALEM)	9,422.29
AUDIT SERVICES	1,101.33
ARCHAEOLOGICAL SALVAGE	1,077.54
UTILITY ENGINEERING	577.35
SFO 1 RELOCATE POWER POLE (BONNEVILLE POWER)	5,216.91
SFO 2 RELOCATE TRANSMISSION LINE (PGE)	11,196.94
SFO 3 RELOCATE WATER MAIN (KEIZER)	27,501.88
SFO 4 RELOCATE WATER FACILITIES (SALEM)	51,840.68
SFO 5 RELOCATE TRANSFORMER (PGE)	11,741.38
RELOCATE TELEPHONE FACILITIES	6,667.00
TOTAL PARTICIPATING PROJECT COST	$270,736.71

NONPARTICIPATING PRELIMINARY ENGINEERING FOR IX-1635(3)

UTILITY ENGINEERING	$9.18
PRELIMINARY ENGINEERING	2,700.13
SFO 3 RELOCATE WATER MAIN (KEIZER)	2,893.65
TOTAL NONPARTICIPATING PROJECT COST	$5,602.96
TOTAL PROJECT COST	$276,339.67
LESS: FEDERAL FUNDS	-230,126.17
LESS: PARTICIPATING BY CITY OF SALEM	- 42,747.45
LESS: PAYMENTS FROM MARION COUNTY	- 3,465.98
LESS: STATE SHARE	- .07
AMOUNT DUE FOR THE PRELIMINARY ENGINEERING	$ 00.00

PARTICIPATING RIGHT OF WAY FOR IX-1685(4)	
RIGHT OF WAY SERVICES	$848,581.48
NONPARTICIPATING RIGHT OF WAY FOR IX-1685(4)	
RIGHT OF WAY SERVICES	$ 8,706.80
TOTAL RIGHT OF WAY COST	$857,288.28
LESS: FEDERAL FUNDS	-721,446.00
LESS: CITY OF SALEM PARTICIPATION	-125,640.66
LESS: PAYMENTS FROM THE MARION COUNTY	- 10,187.07
LESS: STATE SHARE	- 14.55
AMOUNT DUE FOR THE RIGHT OF WAY	$ 0.00
PARTICIPATING CONSTRUCTION COST FOR IX-1685(4)	
CONTRACT SUMMARY	$2,068,047.65
SFO 3 WORK BY CITY OF SALEM	3,927.10
SFO 9 & 15 WORK BY SPRR	280,020.37
SFO 10 WORK BY BNRR	158,167.63
SFO 12 STRIPING	10,683.29
SFO 16 EEO MONITORING	9,730.42
CONSTRUCTION ENGINEERING (STATE)	266,830.65
CONSTRUCTION ENGINEERING (BNRR)	363.46
CONSTRUCTION ENGINEERING (SPTC)	3,886.44
AUDIT SERVICES	900.35
TOTAL PARTICIPATING PROJECT COST	$2,802,557.36
NONPARTICIPATING CONSTRUCTION COST FOR IX-1685(5)	
INTEREST ON FINAL PAYMENTS	$8.63
CONSTRUCTION ENGINEERING	2,599.36
CONTRACT SUMMARY	5,592.24
TOTAL NONPARTICIPATING PROJECT COST	$8,200.23
TOTAL PROJECT COST	$2,810,757.59
LESS: FEDERAL FUNDS	-2,382,173.75
LESS: NONPARTICIPATING TRAINING	- 33.58
LESS: MATCH ON TRAINING	- 1,181.16
LESS: CITY OF SALEM PARTICIPATION	- 394,326.77
LESS: MARION COUNTY PAYMENTS	- 31,972.43
LESS: STATE EQUIPMENT RENTAL	- 1,069.90
BALANCE DUE ON CONSTRUCTION	$ 0.00
BALANCE DUE FROM MARION COUNTY	$ 0.00

10,120

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-27-92

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENEDE

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES , DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building, Salem, OR 97310

STATE

OREGON

VOUCHER TYPE *(Check appropriate block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 07 11 83

TO 03 13 90

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IX-1685(4)

(*) Use Form FHWA - 1447 for Final Voucher for a project construction under cerfification acceptance or secondary road procedures (23 U. S. C. 117)

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENT	NET AMOUNT CLAIMED
(178)	$447,637.65	$447,637.65	85.00%	$380,492.00	$380,492.00	0.0
(580)	$1,287.08	$1,287.08	85.00%	$1,094.01	$1,094.01	0.0
(580)	$408,542.08	$399,835.29	85.00%	$339,859.99	$339,859.99	0.0
( )						
( )						
	$857,466.81	$848,760.02		$721,446.00	$721,446.00	0.0

I certify that the costs shown in this voucher have been incurred in accordance wiht terms of project agreements; applicabel State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY

OREGON STATE HIGHWAY DIVISION

DATE 7/27/92

SIGNATURE OF AUTHORIZED OFFICIAL

Donald C. Aman

Don Aman, Manager

REMARKS

AMOUNT SUBMITTED $0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20

PREVIOUS EDITIONS ARE OBSOLETE

CLAXTER ROAD N.E. - PORTLAND ROAD N.E. SECTION
CITY STREET
MARION COUNTY
IX-1685(4)

TYPE CODE ROW
RIGHT OF WAY

CITY OF SALEM	$848,760.02

NONPARTICIPATING PROJECT COST

RIGHT-OF-WAY	$4,131.80
CITY OF SALEM	4,574.99
TOTAL NONPARTICIPATING PROJECT COST	$8,706.79
TOTAL PROJECT COST	$857,466.81

10,120

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-19-91

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building Salem

PAID BY

(For use of Paying Office)

STATE

Oregon 97310

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 07/31/85

TO 06/14/89

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IX 1685(5)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$2,810,757.59	$2,802,557.36	85.00	$2,382,173.75	$2,382,173.75	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY

Oregon

DATE

9/19/91

SIGNATURE OF AUTHORIZED OFFICIAL

Donald C. Aman

Don Aman, Manager

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

CLAXTER ROAD NE–PORTLAND ROAD NE SECTION
COUNTY ROAD
MARION COUNTY

CONSTRUCTION
TYPE CODE 1000
ROADWAY

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$1,830,055.65
SFO 3 Consultant (City of Salem)	All Required	3,927.10
SFO 9 & 15 Work of SPRR	All Required	280,020.37
SFO 10 Work by BNRR	All Required	158,167.63
SFO 12 Permanent Striping (State)	All Required	10,683.29
SFO 16 EEO Monitoring (State)	All Required	9,730.42
TOTAL		$2,292,584.46

TYPE CODE Y030
ILLUMINATION

FINAL CONTACT PAYMENT SUMMARY	LUMP SUM	$ 31,516.00

TYPE CODE Y031
TRAFFIC SIGNAL

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$ 206,476.00
TOTAL Construction		$2,530,576.46

CONSTRUCTION ENGINEERING

STATE	All Required	$ 266,830.65
Work by BNRR	All Required	363.46
Work By SPRR	All Required	3,886.44
TOTAL ENGINEERING COST		$ 271,080.55

MISCELLANEOUS PROJECT COST

Audit Costs	All Required	$ 900.35
TOTAL NONPARTICIPATING PROJECT COST		$2,802,557.36

DG007.th

NONPARTICIPATING PROJECT COST

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$ 5,592.24
Interest on Contract Payment	All Required	8.63
Construction Engineering	All Required	2,599.36
TOTAL NONPARTICIPATING PROJECT COST		$ 8,200.23
TOTAL PROJECT COSTS		$2,810,757.59

REQUIRED AUDITS CONDUCTED, ANY NECESSARY ADJUSTMENTS HAVE BEEN MADE

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-28	U.S. Department of Transportation Federal Highway Administration	State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County MARION
MODIFICATION NUMBER 1	6 5-90	Project Number IX-1685(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 19 , 19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,824,790.00	$ 2,805,751.00
Federal funds	$ 2,401,068.00	$ 2,384,888.00
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5TH day of JUN , 19 '90 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald C. Forbes

for Manager, Program Section
(Title)

XX FOR: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Richard G. Fairbrother

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON May 22, 1990

FEDERAL AID PROJECT NO. IX-1685(5)

Claxter Road NE-Portland Road NE Section
County Road
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 7+25 to Sta. 56+25)

ITEM	UNIT		UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Portland Cement in CTB Mixture	Ton	$	66.00	1,485	$ 98,010.00	1,233.70	$ 81,424.00
					$ 98,010.00		$ 81,424.00

TOTAL DECREASE $ -16,586.00
Subtotal as on previous est. of 9-13-85 2,272,645.75

Subtotal Type Code I000 $ 2,256,059.75

Type Code Y030
Illumination

SUBTOTAL as on previous est. of 9/13/85 $ 31,516.00

Type Code Y031
Traffic Signal

SUBTOTAL as on previous est. of 9/13/85 $ 216,451.00

Type Code CENG
Construction Engineering

CENG	All Required	$ 301,724.25

Length of Roadway ---------- 0.93 mile

Cost of Roadway Per Mile ---------- $ 2,729,104.54

Nonparticipating Items

Total as on previous est. of 9/13/85 $ 3,375.00

SUMMARY OF FUNDS (85%)

Appn	Total Cost	Federal Funds	City Funds	County Funds
177	$ 2,805,751.00	$2,384,888.00	$ 389,298.00	$ 31,565.00
Nonpartic.	3,375.00	$0.00	3,121.00	254.00
	$ 2,809,126.00	$2,384,888.00	$ 392,419.00	$ 31,819.00

Contract No. 10,120
Prefix: C10120

DDB:pf

10120

TO BE COMPLETED BY FHWA		STATE
9-105	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 9-10-85	Oregon
		COUNTY Marion
		PROJECT NO. IX-1686(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Claxter Road N.E. - Portland Rd. N.E.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-31-85	0.928
OTHER *(Specify)*		

FUNDS PRO RATA 86%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,824,790.00	$ 2,401,068.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]
Manager, Program Section
(Title)

By For: L.H. Sullen
State Highway Engineer
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)
For: Dale E. Wilson

Date executed by Division Administrator SEP 19 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

G- File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 13, 1985

FEDERAL AID PROJECT NO. IX-1685(5)

CLAXTER ROAD N.E.-PORTLAND ROAD N.E. SECTION
VERDA LANE & HYACINTH STREET (SALEM)
MARION COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 7+25 to Sta. 56+25)

Mobilization	Lump Sum	All	Lump Sum	$ 183,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	4,000.00
Temporary Signs	Sq. Ft.	500	10.00	5,000.00
Temporary Barricades	Each	38	100.00	3,800.00
Temporary Plastic Safety Markers	Each	23	50.00	1,150.00
Flaggers	Hour	300	8.00	2,400.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	5,500.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	1,500.00
General Excavation	Cu. Yd.	22,150	3.40	75,310.00
Trench Excavation	Cu. Yd.	5,215	5.55	28,943.25
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	20,000.00
Furnishing and Placing Topsoil	Cu. Yd.	650	7.00	4,550.00
Watering	M-Gal.	500	10.00	5,000.00
1"-0 Aggregate Base	Ton	2,150	7.00	15,050.00
Cement Treated Base Mixture	Ton	27,000	9.00	243,000.00
Portland Cement in CTB Mixture	Ton	1,485	66.00	98,010.00
Asphalt "C" Asphalt Concrete Mixture	Ton	10,000	19.00	190,000.00
Asphalt Cement in Mixture	Ton	600	190.00	114,000.00
12-inch Culvert Pipe	Lin. Ft.	160	10.20	1,632.00
6-inch Storm Sewer Pipe	Lin. Ft.	40	7.75	310.00
8-inch Storm Sewer Pipe	Lin. Ft.	125	8.00	1,000.00
12-inch Storm Sewer Pipe	Lin. Ft.	4,085	13.50	55,147.50
15-inch Storm Sewer Pipe	Lin. Ft.	575	15.50	8,912.50
18-inch Storm Sewer Pipe	Lin. Ft.	2,495	22.00	54,890.00
21-inch Storm Sewer Pipe	Lin. Ft.	255	30.50	7,777.50
27-inch Storm Sewer Pipe	Lin. Ft.	220	37.00	8,140.00
30-inch Storm Sewer Pipe	Lin. Ft.	1,060	58.25	61,745.00
4-inch Sanitary Sewer Pipe	Lin. Ft.	85	8.00	680.00
8-inch Steel Pipe	Lin. Ft.	73	10.00	730.00
6-inch PVC Pipe	Lin. Ft.	480	8.00	3,846.00
8-inch PVC Pipe	Lin. Ft.	680	9.00	6,120.00

Installing 8-inch Pipe Under R.R.	Lump Sum	All	Lump Sum	7,300.00
Installing 18-inch Pipe Under R.R.	Lump Sum	All	Lump Sum	13,000.00
Installing 30-inch Pipe Undeer R.R.	Lump Sum	All	Lump Sum	32,000.00
Concrete Manholes	Each	18	1,400.00	25,200.00
Concrete Drop Manholes	Each	1	2,400.00	2,400.00
Concrete Inlets, Type "CG-2"	Each	64	400.00	25,600.00
Concrete Inlets, Type "Special"	Each	4	600.00	2,400.00
Concrete Inlets, Type "G-2MA"	Each	4	400.00	1,600.00
8-inch Drain Pipe	Lin. Ft.	300	2.50	750.00
Gravel in Drains	Cu. Yd.	53	15.00	795.00
Guard Rail, Type 2A	Lin. Ft.	100	14.00	1,400.00
Rail End Pieces, Type B	Each	4	120.00	480.00
Type 2 Fence	Lin. Ft.	200	3.00	600.00
CL-4 Chain Link Fence	Lin. Ft.	85	5.50	467.50
CL-6 Chain Link Fence	Lin. Ft.	630	6.25	3,937.50
CL-6R Chain Link Fence, Modified	Lin. Ft.	375	9.00	3,375.00
24' x 72' Chain Link Double Gates Modified	Each	2	1,000.00	2,000.00
Concrete Walks	Sq. Yd.	7,250	10.00	72,500.00
Concrete Driveways	Sq. Yd.	1,050	15.00	15,750.00
River Rock Pattern Concrete Surfacing	Sq. Yd.	235	3.00	705.00
Concrete Curbs	Cu. Yd.	570	138.00	78,660.00
Concrete Islands	Cu. Yd.	15	100.00	1,500.00
Extra for Asphalt Approaches	Each	7	200.00	1,400.00
Wall Excavation	Cu. Yd.	16	10.00	160.00
8-inch Concrete Block Walls	Sq. Ft.	1,310	7.00	9,170.00
Block Wall Footings	Sq. Ft.	310	6.00	1,860.00
Geotextile Fabric in Drains	Sq. Yd.	300	2.00	600.00
Adjusting Manholes	Each	20	150.00	3,000.00
Capping Inlets	Each	1	200.00	200.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	700.00
Wood Sign Posts	Lump Sum	All	Lump Sum	1,500.00
Sign Support Footings	Lump Sum	All	Lump Sum	3,000.00
Single Post Slip Base Sign Supports	Lump Sum	All	Lump Sum	1,500.00
Breakaway Sign Posts	Lump Sum	All	Lump Sum	2,062.00
Signal Pole Mounts	Lump Sum	All	Lump Sum	4,826.00
Type "AA" Signs in Place	Sq. Ft.	336	17.25	5,796.00
Type "C", "D" and "R" Signs in Place	Sq. Ft.	194	8.50	1,649.00
Type "EE", "EEE" and "T" Signs in Place	Sq. Ft.	113	10.00	1,130.00
Type "I" Signs in Place	Sq. Ft.	45	9.00	405.00
Type "U" Signs in Place	Sq. Ft.	328	10.00	3,280.00
Seeding, Fertilizing and Mulching	Acre	1	1,000.00	1,000.00

Furnishing and Planting Trees	Each	57	40.00	2,280.00
Furnishing and Planting Shrubs	Each	594	8.00	4,752.00
Furnishing and Planting Groundcover	Each	34,162	0.50	17,081.00
Bark Mulch	Unit	37	120.00	4,440.00
Irrigation System	Lump Sum	All	Lump Sum	20,000.00
Well Abandonment	Each	2	1,250.00	2,500.00
				$1,597,848.75

ANTICIPATED ITEMS

Railroad Protective Costs	All Required	$ 65,000.00
Work by Southern Pacific Transportation Co.	All Required	276,000.00
Work by Burlington Northern	All Required	211,300.00
Permanent Pavement Striping	All Required	17,000.00
Temporary Pavement Striping	All Required	1,100.00
Temporary Erosion Control	All Required	5,000.00
On-the-Job Trainees ($0.80 x 1,000 hrs.)	All Required	800.00
Bikeway Striping & Legend	All Required	2,100.00
EEO/Labor Compliance Monitoring (0.5%)	All Required	9,310.00
		$ 587,610.00
	SUBTOTAL	$ 2,185,458.75
	Engineering	273,182.25
	TOTAL	$ 2,458,641.00

TYPE CODE Y030
ILLUMINATION

Pole Foundations	Lump Sum	All	Lump Sum	$ 6,376.00
Roadway Lighting Poles and Arms	Lump Sum	All	Lump Sum	11,242.00
Luminaires, Lamps and Ballasts	Lump Sum	All	Lump Sum	3,132.00
Switching, Conduit, Wiring, Etc.	Lump Sum	All	Lump Sum	10,766.00
			SUBTOTAL	$ 31,516.00
			Engineering	3,939.00
			TOTAL	$ 35,455.00

TYPE CODE Y031
TRAFFIC SIGNAL

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$ 172,504.00
Fire Pre-emption System, Complete	Lump Sum	All	Lump Sum	15,982.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	17,990.00
				$ 206,476.00

ANTICIPATED ITEMS

State Furnished Prom & Program	All Required	$ 2,800.00
Signal Controller Testing & Turn-On	All Required	7,175.00
		$ 9,975.00
	SUBTOTAL	$ 216,451.00
	Engineering	27,056.00
	TOTAL	$ 243,507.00

Length of Roadway ---------- 0.928 mile

Cost of Grading & Paving Per Mile---- $2,649,397.63

RETAIN IN RESERVE

City of Keizer (Water)	All Required	$ 27,000.00
City of Salem (Water)	All Required	48,000.00
Illumination (Mount 2 Luminaires & Lamps on P.G.E. Poles)	All Required	2,000.00
2" Water Meter	All Required	300.00
Water for Establishment Period	All Required	200.00
	SUBTOTAL	$ 77,500.00
	Engineering	9,687.00
	TOTAL	$ 87,187.00

SUMMARY OF FUNDS (85%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	CITY FUNDS	CO. FUNDS
Roadway	177	$2,458,641.00	$2,089,844.00	$341,137.00	$27,660.00
Illumination	177	35,455.00	30,136.00	4,920.00	399.00
Signal	177	243,507.00	206,980.00	33,788.00	2,739.00
SUBTOTAL		$2,737,603.00	$2,326,960.00	$379,845.00	$30,798.00
Reserve		87,187.00	74,108.00	12,098.00	986.00
TOTAL		$2,824,790.00	$2,401,068.00	$391,943.00	$31,779.00

Group 010: 0%; Group 011: 100%
Contract No. 10,120
Prefix: C324-1999 (P.E.)
Prefix: C10120

NONPARTICIPATING ITEMS

Single Mailbox Supports	Each	30	100.00	$ 3,000.00

CPL:pf

10,120

STATE OF OREGON

INTEROFFICE MEMO

IX 1685(4)

TO: Vern Hahn, Manager
Office of Audit & Review Services

DATE: April 18, 1990

FROM: Richard T. Sjolander
Region Programs Supervisor

SUBJECT: **FINAL AUDIT**
CLAXTER RD. - PORTLAND RD. SECTION
EA 324-2538

Enclosed are copies of documents necessary to perform the final audit on the subject right of way project. The enclosed documents include:

1. 38 billing invoices
2. FHWA Form PR-1240
3. Local Agency Agreement

The terms of the agreement required the City of Salem and Marion County to provide the 15% local match prior to acquisition. Therefore the reimbursement rate to the City is 100%. The total amount billed by the City and approved by this office was $851,744.99.

Please return these documents after you are through with them.

Enclosures

cc: Linda Willnow

RTS:lg

051

PROGRAM SECTION
Manager_____ Admin_____
Program_____ Fiscal_____ Local_____

APR 19 1990

Refer To _____
E/O_____ D/R_____ Act._____
Discuss_____ File_____ Disc._____

81-125-1367

10 jc cc: OSHD (D. Forbes)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	9	Marion	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
6/7/89	David B. Carter, Area Engineer DBC	IX-1685(5)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
4/6/87	March 28, 1989	100 %	S.C.D. 11/30/86

LOCATION

FAU 1685 (Verda Lane & Hyacinth St.) in the cities of Salem and Keizer, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CLAXTER RD. N. E. - PORTLAND RD. N. E. SECTION
FA (1685) VERDA LANE N.E. - HYACINTH ST. N.E.
Grading, Paving, Drainage & Signal

This project provided for the construction of roadways, curbs, driveways and a wall along a bike route. Also included were signing, traffic signals, an irrigation system and landscaping improvements.

The final cost of the original contract items was $1,852,393.10 or a 0.74 percent overrun of the contract bid amount of $1,838,840.75. The final cost of the project including all changes and engineering was $2,831,430.07. The most significant cost addition to the original contract items was the work (force account) at the two railroad crossings. The crossing work amounted to about $456,000.

All participating work has been completed.

A final inspection of the completed work was made on January 31, 1989. Both the City of Salem and the City of Keizer have indicated their acceptance of the project.

The contract contained a specified completion date of November 30, 1986. The contractor overran the specified completion and was assessed liquidated damages. However, the contractor requested and was granted time extensions which eliminated all liquidated damages for the project.

- DBC -

RECEIVED
STATE HWY ENGR
JUN 15 '89
ASSIGNED TO
FOR
INFO | INVES | ROUGH DRAFT | DIRECT REPLY | SIGN | ACT | FILE

6-21

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 6/13/89	TITLE District Engineer	DATE 6/14/89

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

April 26, 1989

CON 5 - 10,120

United Pacific Insurance Co.
P. O. Box 5669
Portland, OR 97228

On April 3, 1989, we wrote to you concerning release of final payment on Contract No. 10,120 awarded to Mocon Corporation for work on the Claxter Road N.E.-Portland Road N.E. Section of Verda Lane N.E. and Hyacinth St. N.E. in Marion County.

Final payment on this contract is $500.00 and the total contract amount is $2,073,639.89 including $57,361.47 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
33405 8th Ave. S., C-3000
Federal Way, WA 98003

bc: Kenneth E. Husby
Thomas D. Lulay
Bob Pool

10,120

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10120

TO: Manager
Commission Services

DATE: March 28, 1989

FROM: Donald E. Forbes
State Highway Engineer

Donald E. Forbes

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10120 , On Site Work Substantially Completed April 6, 1987
All Work Completed	February 2, 1989
Project	Claxter Rd. NE-Portland Rd. NE
Highway	FAU 1685 (Verda Ln. NE and Hyacinth St. NE)
County	Marion
Type of Work	Grade, Pave, Sign, Illum., Signals, and Landscape
Contractor	Mocon Corp.

BMW:sw

cc: Kenneth E. Husby
B. M. Walton
Don Wackerbarth
Ted Litchfield

CPC/FM2

SURETY LETTER WRITTEN 4/3/89

RECEIVED
MAR 30 1989
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: February 27, 1989

In Reply Refer to File No.: CON 5 10120

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Kenneth E. Husby
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-1685(5)

Contract 10120, Work Completed April 6, 1987

Project Claxter Road NE-Portland Road NE

Highway FAU 1685 (Verda Lane NE and Hyacinth St. NE)

County Marion

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date _____

Dale E. Wilken
Division Administrator

BMW:mk

cc: D. E. Forbes
Kenneth E. Husby
Bob Pool
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
FEB 28 '89
ASSIGNED TO
FOR

NOTED
SHE'S OFFICE

jc cc: OSHD (D. Forbes)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	8	Marion	Oregon

IN COMPANY WITH
Rick Sjolander, Region Federal-aid Spec.; Lee Frankling, Project Manager; Louie Rodea, Inspector; OSHD; Ralph Lambert, City of Salem and Jim Nightingale, City of Keizer

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
1/31/89	David B. Carter, Area Engineer and Mark J. Clausen, Highway Engineer Trainee	IX-1685(5)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100 %	100 %

CLAXTER RD. N.E. - PORTLAND RD. N.E.
FAU (1685) VERDA LANE N.E. - HYACINTH ST. N.E.
Grading, Paving, Drainage & Signal

This project provided for construction of roadways, curbs, driveways and a wall along a bike route. Also included on this project were signing, traffic signals, an irrigation system and landscaping improvements. This work was done to improve access to Claxter Rd. and Portland Rd.

This project was awarded to Mocon Corporation of Salem, Oregon on September 4, 1985 in the amount of $1,838,840.75. The project had a specified completion date of August 30, 1986 for all work but the landscaping. Landscaping was to be completed by November 30, 1986. All work was completed on time, therefore there are no liquidated damages on this project.

Present for this inspection were State Highway Project Engineer and Inspector, City of Salem and City of Keizer representatives and FHWA. All parties accepted the job as being completed and satisfactory. Acceptance is recommended.

- MJC -

RECEIVED
STATE HWY ENGR
FEB 17 '89
ASSIGNED TO
Construction
FOR
INFO | APVD | ROUGH DRAFT | DIRECT REPLY | SIGN | ACT | FILE

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION 378-3487

DES 16

TO: D. O. Christensen
Road Design Engineer

DATE: February 18, 1988

FROM: George F. Strawn
R/W Descriptions Supervisor

SUBJECT: Drawing No. 2RV-643 (5 Sheets)
Claxter Rd. N.E.-Portland Rd. N.E. Section
FAU 1685 (Verda Ln. N.E. & Hyacinth St. N.E.)
Marion County

Enclosed is the Right of Way Plan for the subject project which will be submitted to the Federal Highway Administration for final approval.

Your approval and transmittal to Mr. Adams is recommended.

Following approval by Mr. Adams, please return the Plan to our office for further processing.

GFS:rlr
Attachment

APPROVED
Design Engr.

RECEIVED
STATE HWY ENGR
FEB 18
REFER TO
OK
R/W | D/H | Hwy | Bridge | File

2/19
Original to
R/W Descriptions.

81-125-1387

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1685(3)
2. STATE PROJECT NO.:
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 20065
2A. COUNTY NAME: Marion
6. TO:
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310
7. DATE AUTHORIZATION EFFECTIVE: October 2, 1987
8. FEDERAL ROUTE NUMBER: FAU 1685
9. STATE ROUTE NUMBER: County Road
10. GENERAL LOCATION:
CLACKAMAS
Charter Road N. E. - Portland Road N. E. Section
11. GENERAL DESCRIPTION OF WORK
Utility Adjustment
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Gilmour's letter dated 9/23/87 we approve contingent upon modification of Project Agreement if additional funds are required, Federal participation in the final cost of $11,741.38 for electric service relocation done by Portland General Electric.

RECEIVED
STATE HWY ENGR
OCT 8 '87
Gilmour
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/7/87		For Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

DATE: October 6, 1987

TO: Oregon Transportation Commission CON 3

FROM: Larry Rulien REVISED
State Highway Engineer

SUBJECT: EEO/MBE Contract Compliance
Mocon Corporation
Request to Suspend Prequalification for 90 Days

Mocon Corporation has been reviewed two times this year (June 24, and August 11) for compliance with the federal aid EEO/MBE provisions of the contracts. In both cases, Mocon Corporation was found to be in noncompliance. The contractor was issued a 30-day show cause notice and breach of contract notice both times. In addition to these findings of noncompliance, Mocon Corporation was reviewed four times for EEO/MBE compliance during 1986, and was found in noncompliance with similar deficiencies noted in each instance.

Enclosed for your information is a chronological history of Mocon Corporation's EEO/MBE contract compliance reviews during 1986 and 1987. Included with this information are contract numbers, specific areas of deficiency, findings, and recommendations.

Mocon Corporation has repeatedly and consistently demonstrated deficiencies in the EEO/MBE contract compliance area. The contractor has shown no progress in improving its methods and efforts to employ women and minorities in its workforce. Pursuant to ORS 279.037(1)(d), I request your approval to suspend Mocon Corporation's prequalification for a period of 90 days commencing on the date of your approval.

This will be an item on the agenda for your consideration at the October 20 Commission meeting.

Enclosure

bc Robert N. Bothman
Jack Sollis
W. E. Schwartz
C. O. Fredrickson
Fran Neavoll
R. L. S. Catalani
John Elliott

LB:mk sl

DATE: September 23, 1987

TO: Oregon Transportation Commission CON 3

FROM: Larry Rulien
State Highway Engineer

SUBJECT: EEO/MBE Contract Compliance
Mocon Corporation
Request to Suspend Prequalification for 90 Days

Mocon Corporation has been reviewed two times this year (June 24 and August 11) for compliance with the federal aid EEO/MBE provisions of the contracts. In both cases, Mocon Corporation was found to be in noncompliance. The contractor was issued a 30-day show cause notice and breach of contract notice both times. In addition to these findings of noncompliance, Mocon Corporation was reviewed four times for EEO/MBE compliance during 1986, and was found in noncompliance with similar deficiencies noted in each instance.

Enclosed for your information is a chronological history of Mocon Corporation's EEO/MBE contract compliance reviews during 1986 and 1987. Included with this information are contract numbers, specific areas of deficiency, findings, and recommendations.

Mocon Corporation has repeatedly and consistently demonstrated deficiencies in the EEO/MBE contract compliance area. The contractor has shown no progress in improving its methods and efforts to employ women and minorities in its workforce. Pursuant to ORS 279.037(1)(d), I request your approval to suspend Mocon Corporation's prequalification for a period of 90 days commencing on the date of your approval. This will be an item on the consent calendar for your consideration at the October 20 Commission meeting.

Enclosure

bc Robert N. Bothman
Jack Sollis
W. E. Schwartz
C. O. Fredrickson
Fran Neavoll
R. L. S. Catalani
John Elliott

LB:mk sl

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 3

TO: File

DATE: September 23, 1987

FROM: R. L. Sobotani, Manager
EEO and MBE Contract Compliance Unit

SUBJECT: Mocon Corporation
History of EEO/MBE Contract Compliance Reviews

The following EEO/MBE Contract Compliance Reviews were conducted with Mocon Corporation during 1986 and 1987. Noted are contract name and number, specific deficiencies cited, findings, and recommendations.

1. NE Union Avenue-NE 87th Avenue
FAP No. IX-68(12)
Contract No. 10450
Review Date: August 11, 1987

Noted deficiencies:

a. Under-utilization of minority (0%) and female (4.4%) operators.

b. Employees are not aware of Mocon 's EEO policy and EEO meetings are not regularly held with employees.

c. The contractor failed to provide a copy of the On-the-Job Training plan to the minority carpenter.

d. The contractor made a discriminatory remark regarding a minority employee during the EEO/MBE Contract Compliance Review.

e. Sufficient good faith efforts were not made to recruit minority and female employees in order to meet on-site workforce goals.

f. The contractor is not adhering to the commitments made in the corrective action plan which was approved after a show cause notice was issued on another federal-aid highway project.

RECOMMENDATION:

Non-compliance. Show Cause Notice and second Breach of Contract issued on August 26, 1987.

2. Bridge Road-Old Oregon Trail
FAP No. I-82-1(8)07
Contract No. 10149
Review date: June 24, 1987

Noted deficiencies:

a. Under-utilization of female operators (3.19%), female carpenters (3.54%), female teamsters (1.21%), and minority cement masons (0%).

b. The contractor was unable to provide sufficient documented good faith efforts to meet on-site workforce goals where new hire opportunities occurred.

c. No systematic recruitment efforts have been formulated by the contractor and disseminated to the job superintendents. Oral and written communications have not consistently been made with female and minority organizations.

d. The contractor did not contact or communicate with the Department's MBE/OJT Supportive Services contractor in an effort to employ minorities in the cement masons craft and females in the operators, carpenters, and teamsters crafts.

e. No established procedure exists to inform key people about the firm's progress toward achievement of contract work hours employment goals. The Monthly Employment Utilization Reports (CC257s) are not consistently disseminated to the persons responsible for hiring.

f. Employees are not aware of Mocon's EEO policy and EEO meetings are not regularly held with employees.

g. The contractor failed to provide On-the-Job Training to a female cement mason as outlined in the approved training plan and which was committed to by the contractor.

RECOMMENDATION:

Non-compliance. Show Cause and first Breach of Contract issued on July 8, 1987.

3. Park Place-Clackamas Community College
FAP No. IX-78(8)
Contract No. 9928
Review date: January 7, 1986

Noted deficiencies:

Laborers - Minorities (1.5%); Females (4.11%)
Operators - Females (0%)

RECOMMENDATION:

VCAP was submitted by Mocon addressing deficiencies and commitment to achieve on-site workforce goals in all areas.

4. Park Place-Clackamas Community College
FAP No. IX-78(8)
Contract No. 9928
Consolidated Compliance Review date: August 7, 1986

Noted deficiencies:

Same deficiencies were noted as in the January 7 review on the same project.

RECOMMENDATION:

Issue a 30-day show cause notice. On September 19, 1986, a letter to Mocon Corporation was sent which indicated a finding of non-compliance and deficiencies noted. On October 29, 1986, another letter was sent to Mocon Corporation reiterating the deficiencies of the August 7 review. This letter stated, "The issuance of a show cause notice would have been appropriate. However, because the project was due for completion in November 1986, the show cause notice was not issued." The letter also stated, "It is expected that a subsequent Compliance Review will reflect the aggressive action taken to correct the cited deficiencies. Should your firm be found in non-compliance, a show cause notice will be issued."

5. Claxter Road NE-Portland Road NE
FAP No. IX-1685(5)
Contract No. 10120
Review date: September 16, 1986

Noted deficiencies:

Operator - Minorities (0%); Female (0%)

No documented good faith efforts to employ women and minorities in the operator craft were available.

Failure to provide On-the-Job Training as specified in the contract training special provisions.

RECOMMENDATION:

Issue a 30-day show cause notice based on above deficiencies. A show cause notice was prepared and hand delivered to Larry Rulien. The show cause notice was never issued--reasons unknown.

6. Cannon Beach Junction
FAP No. F-2-6(9)
Contract No. 10285
Review date: September 18, 1986

Noted deficiencies:

Operators - Females (0%)
Carpenters - Females (0%); Minorities (0%)

Contractor was found to be in compliance with the stipulation that the contractor make affirmative action efforts to employ females in the operator craft and females and minorities in the carpenter craft.

Mocon Corporation has repeatedly and consistently demonstrated deficiencies in the EEO/MBE Contract Compliance area. The contractor has shown no progress in improving its methods and efforts to employ women and minorities in its workforce.

Of the four (4) reviews conducted during 1986, Mocon should have been issued show cause notices in at least two (2) of the four (4) reviews. Abuse was again demonstrated at the most recent reviews held June 24 and August 11, 1987.

It is my recommendation that formal sanctions be instituted immediately with Mocon Corporation. Their neglect of the EEO/MBE required contract provisions is unacceptable.

RLSC:LB:cw

09111w

10-2c

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 23, 1987

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
SEP 25 '87
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
CAM GILMOUR

FROM: Cam Gilmour, Manager
Program Section

SUBJECT: Cost Overrun
Electric Service Relocation
Herr Property (Station "25th" 14+00)
25th Avenue
Claxter Rd. NE-Portland Rd. NE Section
Marion County
Project No. IX-1685(3)

Reference is made to Gary A. Potter's letter of November 4, 1985, which submitted an estimate of cost for the relocation of Portland General Electric Company's (PGE) electric service to the Herr property and to your Letter of Approval and/or Authorization, dated November 15, 1985, which approved participation in the estimated cost of $8,519.00. Copies of my letter and your PR-1240 are attached.

The relocation of the electric service has been completed and a final billing of cost, in the amount of $11,741.38, received. The final cost of $11,741.38 exceeds the estimated cost of $8,518.24 by $3,223.14 or 37.84%. PGE in a letter dated September 18, 1987, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. PGE has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $11,741.38 is requested.

JMC:jkh/Attachments

NOTED
D. O. Christensen

cc: ✓Don Adams
J. M. Cartwright
Matt Caswell
Rose Wickham, Hwy. Acctg.

Form 734-3122 (1-87)

IC 130

OREGON DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION PF ECTS

WEEK ENDING: July 25, 1987

PROJECT NAME (SECTION): Claxter Rd. - Portland Rd.

CONTRACT NO.: C10120

HIGHWAY: Verda Lane - Hyacinth

COUNTY: Marion

F A PROJECT NO: IX-1685 (5)

CONTRACTOR: Mocon Corp.

KIND OF WORK: Grdg,Pvg,Signing, Illim.,Signals & Landscape

DATE OF AWARD: August 30, 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 2,954,953.97

ESTIMATED PROJECT COST $ 2,951,495.41

ESTIMATED PERCENT OVERRUN/UNDERRUN 0.1 %

ENGINEERING

AUTHORIZATION $ 210,130.06

COST THIS WEEK $ 0.00

TOTAL TO DATE $ 226,777.39

PERCENT OF AUTHORIZATION 107 %

FIRST NOTIFICATION DATE: Sept. 5, 1985

ESTIMATED DATE OF COMPLETION, OR: Nov. 30, 1986

SECOND NOTIFICATION DATE AND:

ESTIMATED SEMIFINAL SUBMITTAL DATE:

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
All	08/31/86	0	0.0	0	
(B)	11/30/86	0	0.0	0	Yes
	/ /	0	0.0	0	
	/ /	0	0.0	0	

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 1 WORKERS: 5

PERCENT CONTRACT WORK COMPLETED: 99 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	22,150 CY	29,150 TN	10,000 TN			
EST. CORRECTED QUANTITIES	28,094 CY	29,150 TN	10,000 TN			
EST. PERFORMED TO DATE	28,200 CY	29,040 TN	9,825 TN			
PERCENT PERFORMED TO DATE	100	99	98	99	0	0

ACTIVITIES THIS WEEK:

All data submitted for semi-final.

Final Weekly Report

PROJECT VISITORS:

NONE

ACTIVITIES ANTICIPATED NEXT WEEK:

All data for semi-final submitted.

Final Weely Report

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): Lee Franklin

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1685(3)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20065

2A. COUNTY NAME: Marion

RECEIVED
STAT. HWY ENGR
JUN 2'87
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: September 4, 1985

8. FEDERAL ROUTE NUMBER: FAU 1685

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Claxter Road N. E. - Portland Road N. E. Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [x] OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 5/12/87 we approve, contingent upon modification of Project Agreement if additional funds are required the cost overrun for work on the water facilities on an actual cost basis of $51,840.68; Federal Funds $44,065.

The Agreement with the City of Salem is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/1/87		For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,120

May 29, 1987

CON 5 - #10,120

Sam Melsheimer
2411 SE Lake Road #2
Milwaukie, OR 97222

We have received copies of your letters dated April 23 and May 1, 1987, addressed to the Secretary of State filing a claim against the following Highway Division contract:

FILED BY:	Sam Melsheimer
AMOUNT:	$2,391.88
AMENDED AMOUNT:	$2,951.95
FOR:	Wages, materials and equipment
AGAINST (PRIME CONTRACTOR):	Mocon Corporation
SUBCONTRACTOR:	Gaynetco, Inc.
CONTRACT NO.:	10,120
PROJECT:	Claxter Road NE-Portland Road NE Section, FAU 1685 (Verda Lane NE and Hyacinth Street NE), Marion County
SURETY:	United Pacific Insurance Company
AGENT:	Fred S. James & Co. of Oregon

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

NOTED ON CARD
5-29-87
azm

cc: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
P. O. Box 5669
Portland, OR 97228

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

Fred S. James & Co. of Oregon
1605 Liberty Street SE
Salem, OR 97302

bc: Bryant Jackmond

FKN:azm

April 23, 1987

Secretary of State
State of Oregon
Salem Or 97310

NOTICE OF CLAIM

To: Secretary of State

Notice is hereby by given that the undersigned, Sam Melsheimer has a claim for wages, materials and equipment in the amount of $2,391.88 against the bond of MOCON Corporation issued by United Pacific Insurance, PO Box 5669, Portland, OR 97228 for work performed on Oregon Department of Transportation contract 10120 (Claxter Rd.) Such labor and material was supplied to Gaynetco, Inc.

Sam Melsheimer
2411 S.E. Lake Rd. #2
Milwaukie, OR 97222

CC: Gaynetco, Inc
16675 SE Bush
Portland, OR 97236

MOCON Corporation
PO Box 3258
Salem, OR 97302

United Pacific Insurance
PO Box 5669
Portland, OR 97228

Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

RECEIVED
APR 24 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

May 1, 1987

Secretary of State
State of Oregon
Salem Or 97310

NOTICE OF CLAIM (amended*)

To: Secretary of State

Notice is hereby by given that the undersigned, Sam Melsheimer has a claim for wages, materials and equipment in the amount of $2,951.95* against the bond of MOCON Corporation issued by United Pacific Insurance, PO Box 5669, Portland, OR 97228 for work performed on Oregon Department of Transportation contract 10120 (Claxter Rd.) Such labor and material was supplied to Gaynetco, Inc.

Sam Melsheimer
2411 S.E. Lake Rd. #2
Milwaukie, OR 97222

CC: Gaynetco, Inc
16675 SE Bush
Portland, OR 97236

MOCON Corporation (registered)
PO Box 3258
Salem, OR 97302

United Pacific Insurance
PO Box 5669
Portland, OR 97228

Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 12, 1987

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Cost Overrun
Water Facilities Relocation and Adjustment
City of Salem
Claxter Road NE - Portland Road NE Section
FAU 1685 (Verda Lane NE and Hyacinth Street NE)
Marion County
Project No. IX-1685(3)

Reference is made to my letter of October 1, 1985, which submitted an estimate of cost for the relocation and adjustment of the City of Salem's water facilities and to your Letter of Approval and/or Authorization, dated October 15, 1985, which approved participation in the estimated cost of $43,229.00. Copies of my letter and your PR-1240 are attached.

The relocation and adjustment of the water facilities has been completed and a final billing of cost, in the amount of $51,840.68, received. The final cost of $51,840.68 exceeds the estimated cost of $43,228.98 by $8,611.70 or 19.92%. The City of Salem in a letter dated March 30, 1987, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. The City of Salem has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $51,840.68 is requested.

JMC:jkh
Attachment

cc: E. S. Hunter
J. M. Cartwright
Matt Caswell
Rose Wickham

RECEIVED
STATE HWY ENGR
MAY 13 '87
REFER TO
FOR
Info | Invest | R/D | B/R | Sign | Act | File

Form 734-3122 (1-87)

10,120

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

April 30, 1987

In Reply Refer to
File No.:

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

CON 5
10120

Re: Time Extension Request
Claxter Road NE - Portland Road NE
Contract No. 10120
FAP No. IX-1685(3)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 163 calendar days of contract time due to the work done under Extra Work Order No. 3, revise traffic signal installation at Portland Road and Hyacinth Street.

A review of project records indicates that this extra work delayed the project completion to April 6, 1987, or 152 calendar days. A contract time adjustment of an additional 152 calendar days for completion of phase "a" of the contract time is granted. Our review also indicates that phase "b" of the project was delayed for 101 calendar days by this extra work. A contract time adjustment of an additional 101 calendar days is granted for completion of phase "b" of this contract.

The adjusted contract time of completion for phase "a" of this contract is April 6, 1987, and for phase "b" is March 11, 1987. This will eliminate all liquidated damages under this contract.

NOTED
E. SCHWART

O. B. Jackmond
Contract Administration Engineer

for

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: W. E. Schwartz w/att.
William Anhorn w/att.
Lee Franklin w/att.
FHWA w/att.
Bruce Walton

RECEIVED
STATE HWY ENGR
APR 30'87
REFER TO
FOR
Info | Invest | R/D | O/R | Sys | Yr | File

734-2023 (2-85)

STATE OF OREGON

CE ..... CAE .....
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EEO _____

RECEIVED
APR 6 1987
CONSTRUCTION SECTION

INTEROFFICE MEMO

SPC ..... TC .....
SA ..... CC .....
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PQC .....
QCS .....

DATE: April 6, 1987

REGION 2 OFFICE
RECEIVED
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RLO ..... RQS .....
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RTS ..... RLS ..... RPC ..... RFS .....
RUS ..... RG ..... RSR .....

TO: Ken Husby,
Region Construction Engineer

FROM: Lee Franklin Lee

SUBJECT: Contractor's Request for Adjustment of Contract Time.

I have reviewed the Contractor's Request for Time Adjustment and find their supporting reasons to be reasonable and supportable. A chronology of events supports my analysis of their reasoning and is contained in the following paragraphs. I find their request valid and recommend adjusting the contract time to be commensurate with their request.

In the several days preceding Sept. 17, 1986, a number of persons affiliated with the design of the project had voiced a concern for the geometrics and safety aspects of Hyacinth-Portland Rd. intersection. Specifically, the contract plans called for each of two signal poles to be located on traffic islands. These poles would thereby be offering very substantial obstructions to an errant vehicle. As a consequence to these concerns, an on site meeting was held Sept. 17, 1987, with representation by FHWA, OSHD Region 2 and Traffic Section. This meeting concluded with the unanimous agreement that further review was in order for the design of this intersection and that further work on implementing the contract plans should be suspended. On Sept. 17, 1987, I orally notified the Contractor's superintendent, Mr. Will Robinett to suspend further construction on this intersection as a redesign would be forthcoming. On Sept. 25, I issued written confirmation of my oral order (Attachment A). As a consequence of the on site meeting of 9/17/87, the Traffic Engineer, Mr. L.E. George, requested C.O. Fredrickson, Construction Engineer, to install attenuators and adjust the island curblines (Attachment B). This request was parleyed around OSHD and FHWA and was ultimately submitted to the City of Salem on Oct 2, 1987 for their review and concurrence (Attachment C).

A response to their review was received on Oct. 9, 1987 (Attachment D). The merits of the City's request were reviewed and affirmed by OSHD and FHWA. Several alternatives were developed for a complete redesign of the intersection geometrics. Oral reviews were conducted and the favored alternative was selected and approved by OSHD, FHWA and City of Salem. On Oct. 31, 1987, the plans were completed and the Contractor was requested to submit a price quote for implementing the required changes (Attachment E).

The Contractor's initial quote was oral and received on Nov. 17, 1986. Since our estimate for the required work was considerably less (Attachment F), I orally requested they reevaluate their quote and submit a detailed breakdown for price justification. A requote was received on 11/18/86 with no change in price from the initial quote (Attachment G). Since our cost estimate showed the value of the extra work involved in the changes to be approximately 1/2 of their quote, EWO # 3 was issued on 11/24/87 (Attachment H) to cover the work. In essence, the Contractor was suspended between 9/17 and 11/24 from completing this part of the contract.

On December 15 the Contractor commenced work on the redesigned intersection under EWO # 3. The work involved 5 different subcontractors, some which had to come onto the site more than one time. Because of the time of year, slow delivery of extra work required signal items, multiple mobilization for several subs, and the need to complete contract work only after extra work was completed, completion of extra work and associated contract work occurred on April 6, 1987.

Therefore, I recommend that the Contractor be granted an adjustment of contract time from Oct. 23 (date of last time adjustment due to RailRoad delays) to April 6, 1987. This adjustment is totally justified by the amount of extra work which was added at the end of the contract.

cc:

4/7/87

Kenneth E. Hudson

4-30-87

W. E. Schwartz -

I concur with Region and Project Managers

O. B. Jackson

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S E
Zip Code 97301
Public Works Department

April 24, 1987

Lee Franklin
Project Manager
Oregon State Highway Division
P. O. Box 14030
Salem, Oregon 97310

SUBJECT: VERDA LANE - HYACINTH STREET
CLAXTER ROAD TO PORTLAND ROAD SECTION
SATS BICYCLE ADVISORY COMMITTEE

Dear Mr. Franklin:

Your letter of April 20, 1987 (attached), regarding the bicycle lane striping on Hyacinth Street indicates that the State's Traffic Section does not subscribe to the safety aspects suggested in our previous letter of March 30, 1987, and the recommendations of the SATS Bicycle Advisory Committee (see attached).

This is indeed a strange position. Attached is a letter from Frank Terpin, Location Engineer for the State, indicating that the State Transportation Commission on February 18, 1983 adopted the 1981 American Association of State Highway and Transportation Officials (AASHTO) "Guide for Development of New Bicycle Facilities" to form the basis for bikeway design and construction. This guide on page 15 (copy attached) indicates exactly what the SATS Bicycle Advisory Committee is suggesting, i.e., placing the bicycle lane between the through lane and right turn only lane. Even the Manual on Uniform Traffic Control Devices (page 9c-3) shows the same position (see attached). If the State and FHWA maintain that the facility is correctly striped as is, this position is entirely inconsistent with adopted guidelines of both agencies.

This guideline was used to develop the bike facilities on the Front Street bypass and N. Commercial/Liberty couplet and bike lanes were correctly positioned on Front Street northbound at Division Street and northbound on Liberty Street at Pine Street (this has since been repositioned because the right turn only lane was made a through or right turn lane).

We request you reconsider your position and see that the Verda Lane - Hyacinth Avenue section is brought into conformance with these adopted guidelines.

Sincerely,

Lewis H. Garrison, P.E.
Chief Traffic Design Engineer

kma
enclosures
cc: Richard Unrein, Bicycle Coordinator, OSHD
Richard Schmidt, Mid-Willamette Valley Council of Governments
Ken Husby, Region Construction Engineer
Ronald J. Merry, Director of Public Works
Frank Mauldin, Asst. Director of Public Works
Ralph W. Lambert, Chief Design Engineer
David Carter, Federal Highway Administration

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RECEIVED
APR 27 1987
ROAD DESIGN SECTION
BPM
LPC
LA
LDS
RWD
LLC
ME
GTE
OFFICE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

Leland Franklin, P.E.
P.O. Box 14030
Salem, OR 97310

April 20, 1987

In Reply Refer to
File No.

Lewis H. Garrison
Chief Traffic Design Engineer
City Hall
555 Liberty St SE
Salem, OR 97301

Contract No. 10120

Ref: Verda Lane - Hyacinth Street
Claxter Rd. to Portland Rd. Section
SATS Bicycle Advisory Committee

Dear Mr. Garrison:

I will not be able to make the requested changes in bikeway striping you asked for in your letter of March 30, 1987. The Department's Traffic Section does not subscribe to the safety aspects suggested; as it is not in line with our design standards or policy. FHWA's position is that the facility is adequate as it exists and is consistent with their standards. Therefore no funding participation by the State or FHWA can be expected. This will not preclude the City from making these changes once the contract is closed out.

Sincerely,

Lee Franklin

Lee Franklin,
Project Manager

RET/bt

cc: Ken Husby
Ronald J. Merry, Director of Public Works
Frank Mauldin, Asst. Director of Public Works
Ralph Lambert, Chief Design Engineer
Richard Schmid, Mid-Willamette Valley Council of Governments

ctyslmbk.ltr

RECEIVED
APR 22 1987
CITY OF SALEM
PUBLIC WORKS
TRANS/DEV
DIVISION

734-1839

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S E.
Zip Code 97301
Public Works Department

March 30, 1987

588-6075

Lee Franklin, Project Manager
Oregon State Highway Division
2960 State Street
Salem, Oregon 97310

SUBJECT: VERDA LANE/HYACINTH AVENUE AT SALEM PARKWAY
HYACINTH AVENUE AT 25TH STREET

Dear Mr. Franklin:

The attached letter from the Salem Area Transportation Study Bicycle Advisory Committee lists several concerns with the striped bikeway which appear to be inconsistent with State and Federal policy.

Could you please see that these problems are corrected and made consistent with current design practices.

Sincerely,

[redacted]
Chief Traffic Design Engineer

kma
enclosure
cc: Ronald J. Merry, Director of Public Works
Frank Mauldin, Asst. Director of Public Works
Ralph Lambert, Chief Design Engineer
Richard Schmid, Mid-Willamette Valley Council of Governments

BICYCLE ADVISORY COMMITTEE

SALEM AREA TRANSPORTATION STUDY

SATS

400 Senator Bldg., 220 High N.E. Salem, Oregon 97301 (503)588-6177

MEMORANDUM

RECEIVED
MAR 20 1987
CITY OF SALEM
PUBLIC WORKS

TO: Ron Merry, Director ✓
Salem Public Works Department

Dick Unrein, Bicycle Coordinator
Oregon State Highway Division

FROM: Bob Coe B.C.
Chairperson

SUBJECT: THE VERDA/HYACINTH INTERSECTION WITH SALEM PARKWAY

DATE: March 19, 1987

The subject intersection has recently been opened to traffic and, as currently constructed, contains serious hazards to bicyclists.

Both the east and west legs of this intersection position the bike lanes between the curb and right-turn-only lanes. This is not a safe situation for bicyclists wishing to proceed straight ahead.

We propose the following solution:

On the east leg - the westbound bike lane should remain along the curb until after cresting the hill. It should then be dashed and transition to a position between the through and right-turn only lanes. This transition should be completed by the point where the current right-turn-only lane begins to be identified with a solid white line.

On the west leg - the eastbound bike lane should leave the curb and be located between the right-turn-only lane and the through lane at the point where the right-turn-only lane begins. At this point of transition, bicyclists destined for "Salem" (who would need to turn right) should be directed up onto the sidewalk and the separated bidirectional bike path along the Salem Parkway.

We recognize that there may be some hesitancy in implementing this solution since the loop detectors have already been installed. We also dislike pointing out obvious defects after construction; nevertheless, this is a problem that does need to be solved. There are many large trucks which use these right-turn-only lanes and the bicycles are placed in a very precarious position.

After our visit to this location, we also became aware of a similar situation at 25th and Hyacinth. It is the position of the SATS Bicycle Advisory Committee to support the positioning of bike lanes between a right-turn-only lane and the through traffic lane. Any other treatment is contrary to accepted design manuals and places the bicyclist in a hazardous position.

If you have any questions or need more details regarding our proposal, please call. We welcome the opportunity to work with you on this or other projects affecting the safety of bicyclists.

SCHMID/cah
merry-vh.rws

BIKE/LAFAIT Hon C

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
MAR 1 1983
CITY MANAGER

In Reply Refer to
File No
6 LOC 19

March 4, 1983

TO: ALL OREGON CITIES AND COUNTIES
AFFECTED BY OREGON REVISED STATUTE 366.514
ONE PERCENT BIKE FUND

FROM: Frank E. Terpin, P.E., P.L.S.
Location Engineer

SUBJECT: Bikeway Design Criteria

Effective February 18, 1983, the Oregon Transportation Commission adopted the American Association of State Highway and Transportation Officials' (AASHTO) "Guide for Development of New Bicycle Facilities - 1981" with minor supplements and exceptions (attached). This guide replaces our 1974 "Bikeway Design Manual". It may be purchased for $2.50 plus $1.25 shipping and handling from AASHTO, 444 North Capital Street, NW, Suite 225, Washington, D.C. 20001.

This new guide, along with Part IX of the "Manual on Uniform Traffic Control Devices" (MUTCD) and the Oregon supplements thereto, form the basis for bicycle facility design and marking in Oregon.

This letter serves also to introduce you to our new Bicycle Program Coordinator, John Grassman, and to offer you his services on bicycle matters. John's address is Room 200 Transportation Building, Salem, OR 97310.

Attachments

RECEIVED
MAR 1 1983
CITY OF SALEM
PUBLIC WORKS

Form 734-3122

734-20-060. The Department of Transportation adopts by reference [the manual Bikeway Design", dated January, 1974] The American Association of State Highway and Transportation Officials Guide for Development of New Bicycle Facilities, dated October 3, 1981, to establish design and construction standards, and classify bikepaths for such purposes, establish guidelines for traffic control devices on bikepaths including location and type of traffic warning signs, and to recommend illumination standards, all in accordance and pursuant to ORS 366.514.

(2) The following constitute supplements and exceptions to the October 3, 1981 edition of the "Guide for Development of New Bicycle Facilities.

(a) Signing and Marking

(1) All bicycle signing and markings on the State Highway System or installed on local City Streets or County Roads under State contract shall be in conformance with the signing and markings as shown in Exhibits 1 and 2 attached here to and made a part hereof. Any signing or markings not shown on these drawings, but which is deemed necessary and required for the bicycle facility shall conform to the Manual on Uniform Traffic Control Devices as adopted by the Oregon Transportation Commission.

(2) The standard width longitudinal painted solid line separating the vehicle travel way and a shoulder bike lane shall be as required by OAR 734-20-055.

(3) The desirable width for a one-way bike lane on the State Highway System or installed on local City Streets or County Roads under State contract is 6 feet. Where 6 feet is not practical to achieve because of physical or economic constraints, a minimum width of 4 feet may be designated as a bicycle lane.

(b) Definitions

For purposes of this rule and the Guide, the definitions on page two of the Guide shall control, rather than any conflicting statutory or rule definitions. Terms not defined in the Guide shall be given their ordinary every day interpretation, even if defined otherwise for use in specific chapters in the Oregon Revised Statutes.

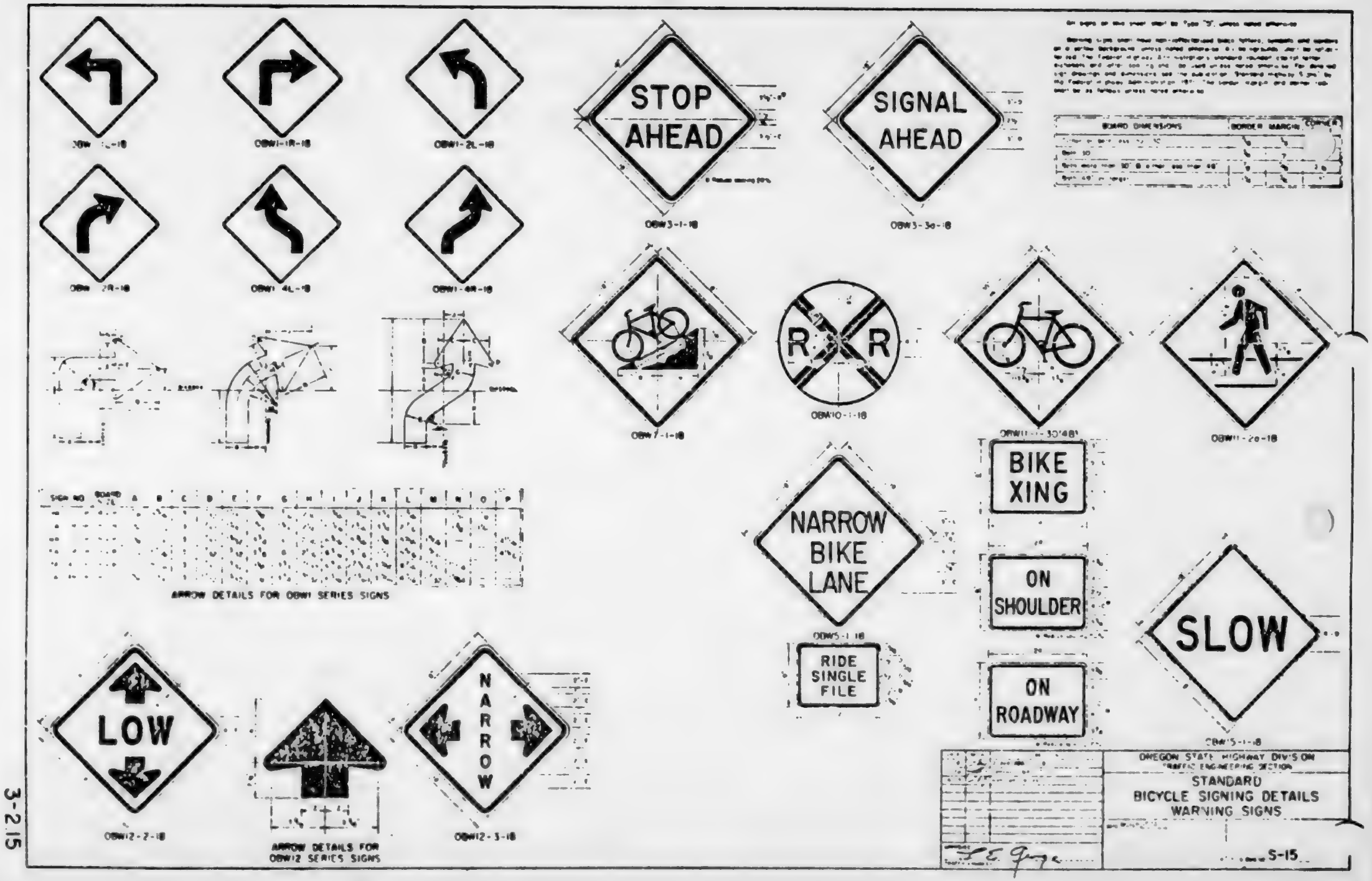
(Continued on next page)

(c) Applicable Oregon Law

Oregon statutes pertaining to bicycles are:

292.495	Compensation - Advisory Committee on Bicycles
366.112	Advisory Committee
366.460	Construction of Sidewalks, Bicycle Paths, Footpaths or Horse Trails
366.514	Bicycle Fund
447.310	Standards for Curbing - Curb Cuts
481.004	Bicycle and Moped Defined
483.002	Definitions - Bicycle, Bicycle Lane, Bicycle Path, Bicycle Trail
483.547	Parents Responsbility
483.549	Required Equipment
483.552	Definitions - Public Way, Street Drain
483.554	Bicycle Safe Drains
483.556	Construction Guidelines
487.750	Motor Vehicle Rules
487.760	Unlawful Bicycle Operation
487.765	Riding on Roadways, Bicycle Paths and Lanes
487.770	Use of Bicycle Lane by Motor Vehicles Restricted
487.775	Use of Bicycle Path by Motor Vehicles Prohibited
487.785	Bicyclists on Sidewalks
487.790	Bicycle Racing
487.795	Clinging to a Vehicle
487.870	Regulating Use of Freeways

EXHIBIT 1


STOP AHEAD
SIGNAL AHEAD
R R
BIKE XING
ON SHOULDER
ON ROADWAY
NARROW BIKE LANE
RIDE SINGLE FILE
SLOW
LOW
NARROW
ARROW DETAILS FOR OBW1 SERIES SIGNS
ARROW DETAILS FOR OBW12 SERIES SIGNS
OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
STANDARD
BICYCLE SIGNING DETAILS
WARNING SIGNS
S-15

BEGIN

END

TO

BIKE ROUTE

ONLY

BIKE

STOP

YIELD

R1-2-24

BIKES CROSS ON WALK SIGNAL ONLY

MATERIAL DESCRIPTION

LANE AHEAD

RIGHT LANE ONLY

R3-16-30

R3-17-30

TYPICAL SIGNING AND PAVEMENT MARKING AT RAILROAD CROSSING

TYPICAL SIGN INSTALLATIONS

STANDARD SIGN CLEARANCES

PUSH BUTTON FOR BIKE CROSSING

SIDE ROAD

XING

BIKE

TEMPLATE FOR SIGNS

BICYCLES YIELD TO PEDESTRIANS

NO MOTOR VEHICLES

APPROACH DETAILS

BIKE LANE MARKINGS

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

STANDARD
BICYCLE SIGNING DETAILS
REGULATORY SIGNS, GUIDE SIGNS,
& PAVEMENT MARKERS

S-16

3-2.16

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, some bicyclists will
l some motorists will
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rough and motorists
configurations which
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t, the same is true for
most vehicle codes
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used for motor vehi-
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t).
markings for bicycle
Where there are nu-
, as indicated in Part
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s to reduce the num-
ng of bicycle lanes is

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hould always be pro-
nated. Raised pave-
difficulties for bicyc-
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variety of purposes.
through a residen-
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l rights-of-way, the
can also provide bi-
limited access high-
lentified during the

the highway system
of bicycles in much
or preferential use
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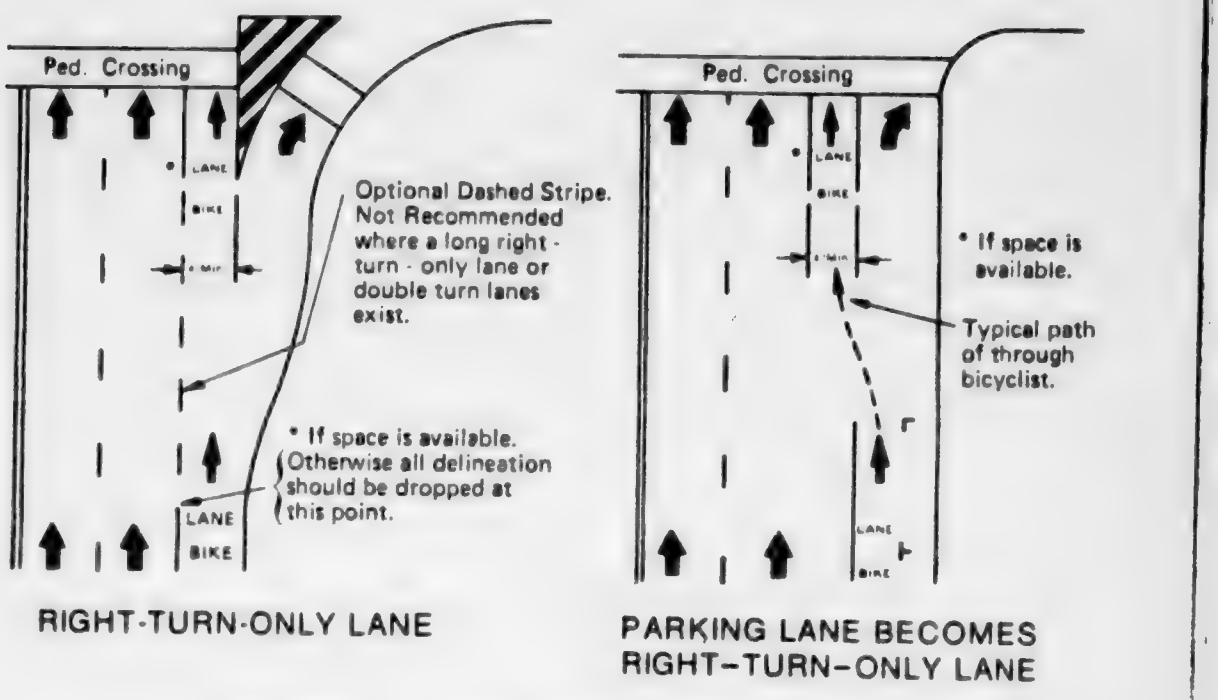

Figure 2. Bicycle Lanes Approaching Motor Vehicle Right-Turn-Only Lanes

AASHTO "Guide for development of New Bicycle Facilities - 1981"

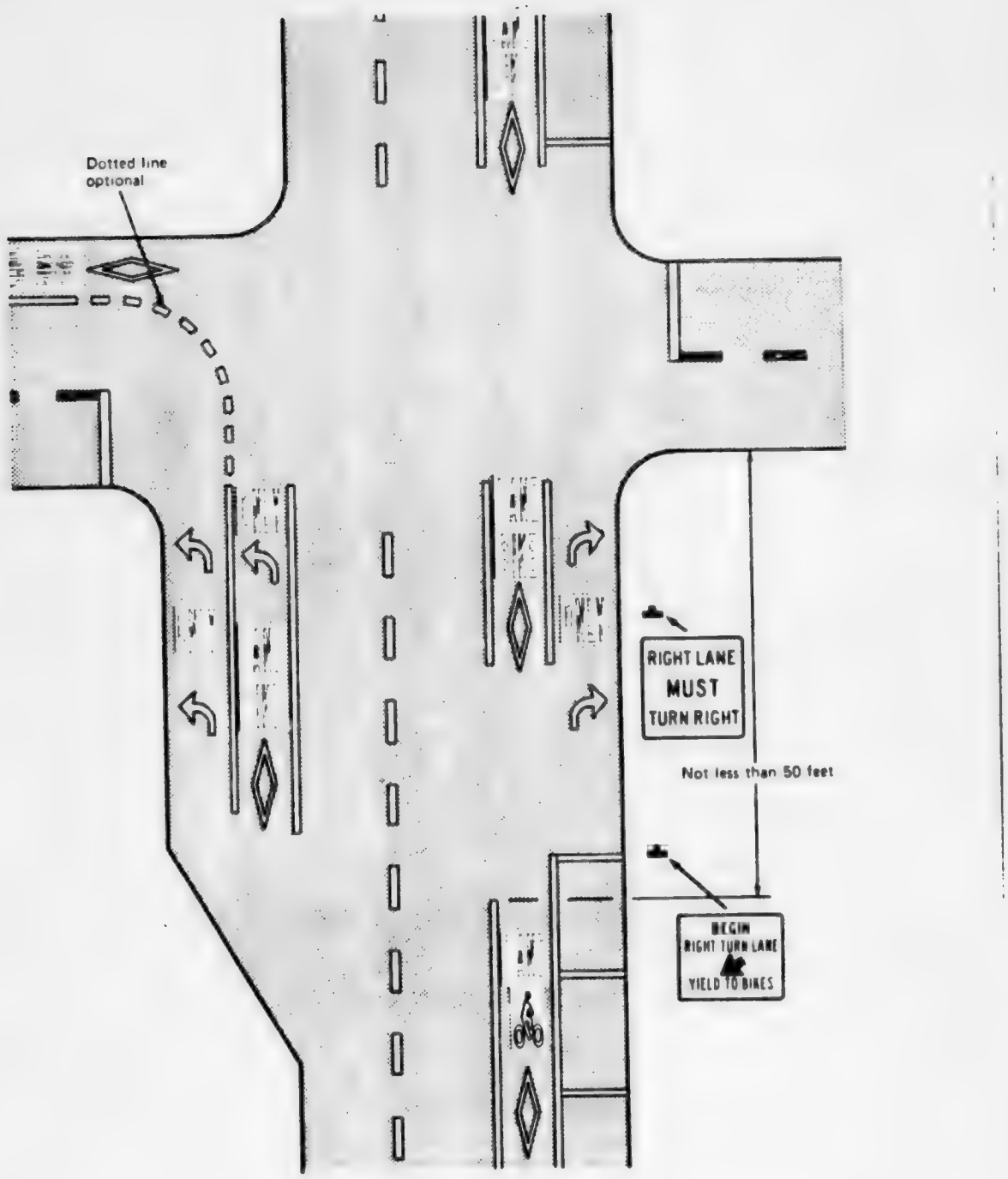

Figure 9-5. Intersection pavement markings—designated bicycle lane with left turn area, heavy turn volumes, parking, one-way traffic or divided roadway.

Manual on Uniform Traffic Control Devices

10,120

March 30, 1987

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

10120

Re: Time Extension Request
Claxter Rd.-Portland Rd.
Contract No. 10120
FAP No. IX-1685(5)

Your request for additional contract time in which to complete the above project has been carefully reviewed.

You have requested an additional 30 calendar days of contract time due to delay by railroad in completing their work on the rubberized crossings, resultant loop construction delay, extra work performed under Price Agreement No. 9, driveway revisions, and general remobilization required resulting from these delays.

An analysis of project records indicates that a contract time adjustment of an additional 43 calendar days is warranted for the completion of phase "a" of this contract. The adjusted contract time of completion for phase "a" of this contract is November 5, 1986. The contract time of completion for phase "b" of this contract remains as November 30, 1986.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Lee Franklin.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
William Anhorn w/att.
Lee Franklin w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON

INTEROFFICE MEMO

TO: C.O. Fredrickson
CONSTRUCTION ENGINEER

DATE: February 27, 1987

SUBJECT: Claxter Road N.E. - Portland Road N.E. Section
Contract No. 10120
Request for Adjustment of Contract Time

Attached is a time extension request from MOCON Corp. for the subject project. Also attached is Project Manager Lee Franklin's analysis and recommendation for approval of the 30 calendar day adjustment requested by the contractor.

Region generally concurs with the Project Manager's analysis. However, I would emphasize a few points to further support our position.

The failure of the railroad to perform its grade crossing work in a timely manner severely disrupted the contractor's schedule. In fact, MOCON was 8 days into liquidated damages just to complete the curb, sidewalk, base, and paving work at the railroad crossings. This delay amounted to 30 days.

P.A. #5 adjusted the contract completion date to September 23, 1986. Because of requests from your office and the FHWA, on September 17, 1986, we directed the contractor to stop work at the Hyacinth and Portland Road intersection so we could redesign the intersection improvement. To date, the contractor has not completed the extra work caused by the redesign. Included in the redesign was reconstruction (reduction in size) of the traffic signal islands at the Hyacinth intersection with the Salem Parkway.

In reviewing the facts, I see valid reasons to support the contractor's request. I recommend approval and request your concurrence in the 30 calendar day adjustment of contract time.

If approved, the revised completion date would become October 23, 1986. This would be within the period of the extra work caused by the intersection redesign. The contractor should be entitled to a further adjustment of contract time upon completion of the extra work, if requested according to Section 108.08 & 108.09 of the specifications.

Ken Husby

Kenneth E. Husby
REGION CONSTRUCTION ENGINEER

KEH/kjp

Attachments

cc: Lee Franklin
FHWA

W.E. Schwartz -
I do not concur with Region and Project Manager.
The contractor's request is valid but he did not
The time that he should be granted. The Project
justifies 43 C.D. and that is my recommendation.
C. O. Fredrickson

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: March 12, 1987

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Request for Authorization to Proceed
with Acquisition of Right-of-Way
Item No. 20065
Project No. IX-1685(4)
Claxter Rd. N.E.-Portland Rd. N.E. Section
Marion County
File Nos. 53330-A and 53340-A

I request your authorization to proceed with the acquisition of two additional files on the subject project at an estimated total cost of $15,500. However, no increase in federal is required at this time. The parcels to be acquired are as outlined in red on the enclosed copies of right-of-way map number 1A-18-25.

RDF:me
Encl.
cc: W. G. Anhorn (Region 2)
Don Aman
General Files ✓

Form 734-3122 (1-87)

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Supervisor
Program Section

DATE: March 5, 1987

FROM: Don Aman, Supervisor
Federal-Aid/Research

SUBJECT: Claxter Road NE - Portland Rd. NE Section
Verda Lane & Hyacinth Highway
Marion County
Project No. IX-1685(4)

We have received two additional files on the above project. The additional takings were needed to correct problems that arose during construction of the project. The acquisition of this right-of-way is estimated at $15,500 and does not require a relocation and moving allowance.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration.

The above estimate covers files 53330-A and 53340-A as shown on a portion of a map 1A-18-25.

Right-of-way will be acquired by the City.

The responsible unit is 02-7750.

DA:lh
attach.

Total C.T. 321,423.31

PROGRAM SECTION
Manager ____ Resource Unit ____
FA Unit ____ Program Unit ____

MAR 06 1987

Refer To ____
R/D ____ Act ____ Reply ____
Disc ____ Info ____ File ____

81-125.1387

March 6, 1987

COM 5 - #10,120

Pacific Fence & Wire Co.
13770 SE Ambler Road
Clackamas, OR 97015

Attention: Stephen Brindley
Vice President

Thank you for your letter of February 2, 1987, with attachments, stating that you have received partial payment on a claim in the amount of $6,396.50 from Michael Fence Co.

You state this is in reference to Contract No. 10,120 with Mocon Corporation for work on Claxter Road NE-Portland Road NE Section of FAU 1685 in Marion County.

This information will be noted in our records and we will notify the surety and prime contractor. Please let us know when the remaining $164.97 has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: Mocon Corporation
P.O. Box 3258
Salem, OR 97302

United Pacific Insurance Company
33405 8th Avenue S., C-3000
Federal Way, WA 98003

United Pacific Insurance Company
P.O. Box 5669
Portland, OR 97228

bc: Secretary of State: Filed 12-29-86; CL 1986-0361

bbc: Bryant Jackmond

FKN:cc

NOTED ON CARD
3-6-87cc

P.O. BOX 125 / CLACKAMAS, OR 97015 / AREA CODE 503 / PHONE 233-6248 OR 659-6248 / PACIFIC FENCE & WIRE CO.

XP PACIFIC

CHAIN LINK FENCE & BELTING

February 2, 1987

Commission Services
121 Transportation Bldg.
Salem, Oregon
97310

attn: Fran Neavol

re: Bond Claim
SC 10120/Mocon Const. - Claxter Rd.-Portland Rd. NE

Gentlemen/Ladies:

This is to notify you that partial payment on the above numbered claim was received from Michael Fence Co. (sub-contract on above) 12/30/86. The original claim was for $6396.50.

The balance due is $164.97.

0.C

359.3800 +
3,179.5400 +
2,357.1200 +
500.4600 +

cc: Michael Fence Co. 004

6,396.5000 T

(4 invoices attached)

0.C

6,396.5000 +
6,231.5000 -
000

164.9700 T

Sincerely:

Stephen Brindley
Vice President

RECEIVED
FEB - 4 1987
COMMISSION SERVIC
DEPARTMENT OF TRANSPORTAT

INVOICE

PACIFIC FENCE & WIRE CO.

P.O. BOX 125 / CLACKAMAS, OR 97015 (503) 233-6248

SOLD TO:
820 MICHAEL FENCE CO.
515 BROOKWOOD AVE.
MCMINNVILLE, OR.
97128

SHIP TO:
SC 10120

INVOICE NO.
83390-1
INVOICE DATE
NOV 26, 19

ORDER DATE	YOUR ORDER NO.	DATE SHIPPED	SHIPPED VIA	JOB NUMBER	SOLD BY	TERMS	PAGE
11/20/86		11/14/86	PP+	83390	017	1% 10 NET 30	1

QUAN. ORDERED	SHIPPED THIS TIME	QUAN. BACK/ ORDER	DESCRIPTION	WEIGHT	LIST PRICE	CUSTOMER PRICE	UNIT	EXTENSION
1.00	1.		PER MATERIALS BUYER					

RECEIVED
FEB 4 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE: A finance charge of 1½% per month is added to accounts not paid within 30 days from the date of invoice which is an **ANNUAL PERCENTAGE RATE** of 18%. The finance charge commences 30 days after date of invoice.

TOTAL WEIGHT	FREIGHT	TAX	BALANCE DUE

FILE

NO GOODS ACCEPTED FOR RETURN WITHOUT OUR CONSENT AND SUBJECT TO HANDLING CHARGE. PARTS ORDERED SPECIAL NOT RETURNABLE.

4074

INVOICE

XP PACIFIC FENCE & WIRE CO.

P.O. BOX 125 / CLACKAMAS, OR 97015 (503) 233-6248

SOLD TO:

SHIP TO:

CLARTET

INVOICE NO.
INVOICE DATE

ORDER DATE	YOUR ORDER NO.	DATE SHIPPED	SHIPPED VIA	JOB NUMBER	SOLD BY	TERMS	PAGE
1/13/87		1/22/87	W/C	12861	GLF	1% 10 NET 30	

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RECEIVED
FEB - 4 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE: A finance charge of 1½% per month is added to accounts not paid within 30 days from the date of invoice which is an ANNUAL PERCENTAGE RATE of 18%. The finance charge commences 30 days after date of invoice.

TOTAL WEIGHT	FREIGHT	TAX	BALANCE DUE

NO GOODS ACCEPTED FOR RETURN WITHOUT OUR CONSENT AND ...

FILE

POOR

ORIGINAL

DOCUMENT(S)

INVOICE

XP PACIFIC FENCE & WIRE CO.

P.O. BOX 125 / CLACKAMAS, OR 97015 (503) 233-6248

SOLD TO:

SHIP TO:

CLAXTER

INVOICE NO.
INVOICE DATE

ORDER DATE	YOUR ORDER NO.	DATE SHIPPED	SHIPPED VIA	JOB NUMBER	SOLD BY	TERMS	PAGE

ORDERED	SHIPPED THIS TIME	QUAN. BACK/ ORDER	DESCRIPTION	WEIGHT	LIST PRICE	CUSTOMER PRICE	UNIT	EXTENSION
			PER MATERIALS QUOTED					

RECEIVED
FEB - 1 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TOTAL WEIGHT	FREIGHT	TAX	BALANCE DUE

OFFICE: A finance charge of 1½% per month is added to accounts not paid within 30 days from the date of invoice which is an ANNUAL PERCENTAGE RATE of 18%. The finance charge commences 30 days after date of invoice.

NO GOODS ACCEPTED FOR RETURN WITHOUT OUR CONSENT AND SUBJECT TO HANDLING CHARGE. PARTS ORDERED SPECIAL

FILE

INPUT & PERMANENT FILE

INVOICE

2074

XP PACIFIC FENCE & WIRE CO.

P.O. BOX 125 / CLACKAMAS, OR 97015 (503) 233-6248

SOLD TO:

[illegible] FENCE CO.
[illegible]
[illegible], OR.

SHIP TO:

SU 19136
CL 3

CLAXTER

INVOICE NO.
[illegible]
INVOICE DATE
[illegible]

ORDER DATE	YOUR ORDER NO.	DATE SHIPPED	SHIPPED VIA	JOB NUMBER	SOLD BY	TERMS	PAGE
[illegible]		JL 25/86	M-C	[illegible]	017	[illegible]	

QUAN. ORDERED	SHIPPED THIS TIME	QUAN. BACK/ ORDER	DESCRIPTION	WEIGHT	LIST PRICE	CUSTOMER PRICE	UNIT	EXTENSION
[illegible]	1.00		ER MATERIALS QUOTED HANK YOU!	0.00	350.3800	459.3000	EA	359.38

RECEIVED
FEB - 4 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE: A finance charge of 1½% per month is added to accounts not paid within 30 days from the date of invoice which is an **ANNUAL PERCENTAGE RATE** of 18%. The finance charge commences 30 days after date of invoice.

TOTAL WEIGHT	FREIGHT	TAX	BALANCE DUE
	.00	0.00	[illegible]

NO GOODS ACCEPTED FOR RETURN WITHOUT [illegible]

FILE

February 17, 1987

Hall Electric Co.
Lanny Ross, Estimator
8425 S. E. Stark
Portland, OR 97216

COR

Recently you wrote regarding the traffic signal at Hyacinth, N. E. and Portland Road in Salem. You asked if the electrical conduit installed in the signal pole footings was according to specifications.

The Standard Specifications for Highway Construction, Oregon 1984, addresses conduit used in traffic signal installations in Section 661. Subsection 661.34 allows the use of P.V.C. Schedule 40 heavy wall conduit in lieu of galvanized rigid steel conduit where permitted by NEC, and at the contractor's option. Subsection 661.34 (a) requires the use of a galvanized right steel elbow where converting from an underground rigid non-metallic conduit to an above ground run or extension.

In the case of the Hyacinth Street, N.E. and Portland Road intersection, the contract special provisions do not modify the standard specifications, and the underground conduit run is P.V.C. Schedule 40. Where the conduit passes through the pole footing, a galvanized rigid steel conduit elbow was used to make the transition from an underground run to an extension into the pole base. This installation is according to specification. Perhaps you were thinking of our Standard Specifications for Illumination, which does not allow P.V.C. conduit in foundations.

I appreciate your concern for quality work and high standards in our Highway Construction projects. Although no wrong-doing has been committed in this case, we welcome your continued attention to our contract work.

If you have further questions, please contact Ken Husby, Region 2 Construction Engineer; 2960 State Street; Salem, OR 97310; Phone 378-2626.

W. E. Schwartz
Assistant State Highway Engineer

bc: R. N. Bothman
Ken Husby

WES:KEH:cm

Since 1955 HEIL ELECTRIC CO.
electrical contractors

3/5 Did Pat answer this?
KR
attached to.

NOTED
V. E. SCHWARTZ

January 22, 1987

Oregon Department of Transportation
135 Transportation Building
Salem, Oregon 97310

ATTN: Fred Miller

Dear Mr. Fred Miller,

Today I saw something that really concerns me. It was at the intersection of Hyacinth Street N. E. and Portland in Salem, Oregon. If this project is covered by the 1984 Oregon Standard Specifications for Highway Construction, a problem exists. PVC Schedule 40 electrical conduit is cast in place within the concrete footing for the signal pole footings. The 1984 Standard clearly calls for galvanized rigid conduit. The cost of material and labor is much higher for galvanized rigid conduit as apposed to PVC.

As an estimator, I am very concerned that something less standard is permitted. If a contractor can get away with something like this it becomes unfair to the ethical contractor and bidder.

Thank you,

Lanny Ross

LR/cp

R

Pat Schwartz:
Please prepare r/d for Larry's signature.
by Husby
2/5 R/D
due 2/13

RECEIVED
STATE HWY ENGR
JAN 30 '87
REFER TO
FOR
Info | Invest | R/D | D/R ✓ | Sign | Act | File

RECEIVED
DOT DIRECTOR
JAN 26 '87
REFER TO
FOR
Info | Invest | R/D | D/R X | Sign | Act | File

8425 S. E. Stark Portland, Oregon 97216 Phone: 255-4074

HEIL ELECTRIC CO.
Since 1955
electrical contractors

January 22, 1987

Oregon Department of Transportation
135 Transportation Building
Salem, Oregon 97310

ATTN: Fred Miller

3/5 Did Pat answer this?
KR
attached to.

NOTED
V. E. SCHWARTZ

Dear Mr. Fred Miller,

Today I saw something that really concerns me. It was at the intersection of Hyacinth Street N. E. and Portland in Salem, Oregon. If this project is covered by the 1984 Oregon Standard Specifications for Highway Construction, a problem exists. PVC Schedule 40 electrical conduit is cast in place within the concrete footing for the signal pole footings. The 1984 Standard clearly calls for galvanized rigid conduit. The cost of material and labor is much higher for galvanized rigid conduit as apposed to PVC.

As an estimator, I am very concerned that something less standard is permitted. If a contractor can get away with something like this it becomes unfair to the ethical contractor and bidder.

Thank you,

Lanny Ross

Lanny Ross

LR/cp

R

Pat Schwartz:
Please prepare r/d for Larry's signature.
by 2/5 due 2/13
Husby R/D

RECEIVED
STATE HWY ENGR
JAN 30'87
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
JAN 26 '87
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File
X

THE SEAL THAT SYMBOLIZES ELECTRICAL EXCELLENCE
NECA

8425 S. E. Stark Portland, Oregon 97216 Phone: 255-4074

10,120 C.L. 1986-0361

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 26, 1986

IN REPLY REFER TO
FILE NO.:

CON 5 - 10,120

Pacific Chain Link Fence
& Belting
P. O. Box 125
Clackamas, OR 97015

Attention: Stephen Brindley
Vice President

FILED
DEC 29 1986
BARBARA ROBERTS
SECRETARY OF STATE

We have received your letter dated December 9, 1986, with attached invoices, filing a claim against the following Highway Division contract.

FILED BY:	Pacific Chain Link Fence & Belting
AMOUNT:	$6,396.50
FOR:	Materials
AGAINST (PRIME CONTRACTOR)	Mocon Corporation
SUBCONTRACTOR:	Michael Fence Company
CONTRACT NO:	10,120
PROJECT:	Claxter Road N.E.-Portland Road N.E. Section, Verda Lane N.E. and Hyacinth St. NE, Marion County
SURETY:	United Pacific Insurance Co.
AGENT:	Fred S. James & Co. of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

NOTED ON CARD
1-20-87cc

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: United Pacific Insurance Co.
P. O. Box 5669
Portland, OR 97228

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
DEC 30 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

P.O. BOX 125 / CLACKAMAS, OR 9[illegible] / AREA CODE 503 / PHONE 233-6248 OR 659-6[illegible] PACIFIC FENCE & WIRE CO.

XPACIFIC

CHAIN LINK FENCE & BELTING

December 9, 1986

Commission Services
121 Transportation Bldg.
Salem, Oregon
97310

re: Claim Against Bond
ODOT Cont. #10120/Mocon Const. - Claxter Rd.-Portland Rd. NE

Gentlemen/Ladies:

Notice is hereby given that Pacific Fence & Wire Co. supplied fencing materials to the above; Mocon Construction (prime contractor).

To date, Michael Fence Co. (sub-contractor) has not made payment on the following invoice (see attached copies), making this claim necessary:

Invoice B2860-1	$3179.54
Invoice B2861-1	2357.12
Invoice B2862-1	359.38
Invoice B3390-1	500.46
Total Claim	$6396.50

Sincerely:

Stephen Brindley
Vice President

encl: (4)

RECEIVED
DEC 11 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INVOICE

XPACIFIC FENCE & WIRE CO.

P.O. BOX 125 / CLACKAMAS, OR 97015 (503) 233-6248

RECEIVED
DEC 11 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SOLD TO:
820 MICHAEL FENCE CO.
515 BROOKWOOD AVE.
MCMINNVILLE, OR.
97128

SHIP TO:
SC 10120
CL-6R MODIFIED

INVOICE NO.
B2860-1
INVOICE DATE
DEC 23, 198

ORDER DATE	YOUR ORDER NO.	DATE SHIPPED	SHIPPED VIA	JOB NUMBER	SOLD BY	TERMS	PAGE
09/13/85		11/25/85	W/C	B2860	017	1% 10 NET 30	1

QUAN. ORDERED	SHIPPED THIS TIME	QUAN. BACK/ ORDER	DESCRIPTION	WEIGHT	LIST PRICE	CUSTOMER PRICE	UNIT	EXTENSION
1.000	1.000		I PER MATERIALS QUOTED THANK YOU!	0.00	3179.5400	3179.5400	EA	3,179.54

NOTICE: A finance charge of 1½% per month is added to accounts not paid within 30 days from the date of invoice which is an **ANNUAL PERCENTAGE RATE** of 18%. The finance charge commences 30 days after date of invoice.

TOTAL WEIGHT	FREIGHT	TAX	BALANCE DUE
	.00	0.00	3,179.54

NO GOODS ACCEPTED FOR RETURN WITHOUT OUR CONSENT AND SUBJECT TO HANDLING CHARGE. PARTS ORDERED SPECIAL NOT RETURNABLE.

PACIFIC FENCE & WIRE CO.

13770 S.E. AMBLER ROAD
CLACKAMAS, OR 97015
(503) 233-6248 or 659-6881
OREGON: WATS 1-800-452-8691
OUTSIDE OREGON: 1-800-547-2410

CREDIT OK
ORDER OK

DATE: September 13, 1985

CUST. P.O. # phone

BUYER: Don PHONE # 472-1231

SALESMAN: 017 TERMS: 1% 10, Net 30

INVOICE NO.: B 12860 CUST. NO. 820

SHIP VIA: Will Call

BILL TO: Mocon Const./Michael Fence

SHIP TO:

ADDRESS: 515 Brockwood Ave.

SC 10120
CL-6R Modified

CITY: McMinnville STATE: Oregon

ZIP: 97128 SHIP WHEN:

PART NO.	DESCRIPTION	QUANTITY	AT	AMOUNT
401/23.63	2 7/8" x 10½' Dom. Sch. 40	3	27.95	83 85
401/18.14	2 3/8" x 8'8" Dom. Sch. 40	37	18.14	671 18
P-BA235	2 3/8" 1pc. 45° Barb Wire Arms	37	1.50	55 50
401/1.91	1 5/8" Dom. Sch. 40 (19)	399'	1.21	482 79
GL-1550G	1 5/8" Top Rail Sleeves	15	.43	6 45
20-07367	7ga. 1.2 Oz. Tension Wire	100#	.85	85 00
TB-HH22B	2 7/8" Hvy. Tension Bands	35	.3607	12 63
BB-HH27B	2 7/8" Hvy. Brace Bands	45	.3837	17 27
BB-HH23B	2 3/8" Hvy. Brace Bands	16	.2627	4 20
T-6R144	3/8" x 12ft. Truss Rods	7	1.88	13 16
T-R300H	Truss Rod Tightners	7	.34	2 38
2A-02372	6ft. 2/11 20z. B-K Chain Link Fence	375'	1.64	615 00
2C-RS27B	2 7/8" PS Post Caps	3	.38	1 14
2E-RS15B	1 5/8" PS Rail Ends	21	.48	10 08
4L-FTE25	8½" Aluminum Tie Wires	400	.027	10 80
T-G3405	4pt, Class III Barb Wire	1 spl.		49 00
8-C0072	6ft, Tension Bars "C"	7	1.61	11 27

CONTINUED ON PAGE 2 OF 2

RECEIVED
DEC 11 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TOTAL

RECEIVED BY: DATE:

Claims for material shortages must be made within 10 days after receipt of goods.
Goods returned subject to 15% restocking charge
NO GOODS ACCEPTED FOR RETURN WITHOUT CONSENT.
Minimum invoice sale $5.00.

NOTICE: A finance charge of 1½% per month is added to accounts not paid within 30 days from the date of invoice which is an **ANNUAL PERCENTAGE RATE** of 18%. The finance charge commences 30 days after date of invoice. If the services of an attorney, or agency are required for collection, all such fees will be chargeable to purchaser.

INVOICE

XP PACIFIC FENCE & WIRE CO.

P.O. BOX 125 / CLACKAMAS, OR 97015 (503) 233-6248

SOLD TO:
820 MICHAEL FENCE CO.
515 BROCKWOOD AVE.
MCMINNVILLE, OR.
97128

SHIP TO:
SC 10120
CL-6

RECEIVED
DEC 11 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INVOICE NO.
B2861-1
INVOICE DATE
DEC 23, 198

ORDER DATE	YOUR ORDER NO.	DATE SHIPPED	SHIPPED VIA	JOB NUMBER	SOLD BY	TERMS	PAGE
09/13/85		11/25/85	W/C	B2861	017	1% 10 NET 30	1

QUAN. ORDERED	SHIPPED THIS TIME	QUAN. BACK/ ORDER	DESCRIPTION	WEIGHT	LIST PRICE	CUSTOMER PRICE	UNIT	EXTENSION
1.000	1.000		I PER MATERIALS QUOTED THANK YOU!	0.00	2357.1200	2357.1200	EA	2,357.12

NOTICE: A finance charge of 1½% per month is added to accounts not paid within 30 days from the date of invoice which is an **ANNUAL PERCENTAGE RATE** of **18%**. The finance charge commences 30 days after date of invoice.

TOTAL WEIGHT	FREIGHT	TAX	BALANCE DUE
	.00	0.00	2,357.12

NO GOODS ACCEPTED FOR RETURN WITHOUT OUR CONSENT AND SUBJECT TO HANDLING CHARGE. PARTS ORDERED SPECIAL NOT RETURNABLE.

XP PACIFIC FENCE & WIRE CO.

13770 S.E. AMBLER ROAD
CLACKAMAS, OR 97015
(503) 233-6248 or 659-6881
OREGON: WATS 1-800-452-8691
OUTSIDE OREGON: 1-800-547-2410

CREDIT OK
ORDER OK

Shipped 11/25/85

DATE: September 13, 1985

CUST. P.O. # phone

BUYER: Don PHONE # 472-1231

SALESMAN: 017 TERMS: 1% 10, Net 30

SHIP VIA: Will Call

SHIP TO:

SC 10120
CL-6

INVOICE NO.: B 12861 CUST. NO. 820

BILL TO: Mocon Const. & Michael Fence

ADDRESS: 515 Brockwood Ave.

CITY: McMinnville STATE: Oregon

ZIP: 97128 SHIP WHEN:

PART NO.	DESCRIPTION		QUANTITY	AT	AMOUNT
101/23.52	2 7/8" x 9' Dom. Sch. 40		3		
401/8.59	Std. "C" x 8'8" w/ J Slot		63		
401/.60	Trigonal Rail x 20'	(4)	80'		
10-07312	7ga. 1.2 Oz. Tension Wire		200#		
B-HV228	2 7/8" Hvy. Tension Bands		20		
B-HV228	2 7/8" Hvy. Brace Bands		20		
401/.3125	"C" Section Brace Bands		10		
T-6Q144	3/8" x 12' Truss Rods		5		
T-RS001	Truss Rod Tightners		5		
A-02372	6' 2/11 2 Oz. B-K		630'		
B-36125	3/8" x 1½" nut & Bolt		200		
K-RS378	2 7/8" PS Post Caps		3		
401/.67	"C" Section Rail Ends		16		
W-3T625	8½" Aluminum Tie Wires		700		
W-HW09	9ga. Aluminum Hog Rings		23#		
B-CC072	6ft. Tension Bars "C"		4		
	Material Quoted				$2335 00
	Frt				22 12
	Total	U - 2335. Frt - 22.12			# 2357 12

RECEIVED
DEC 11 1986
COMMISSION
DEPARTMENT OF TRANSPORTATION
SERVICES

RECEIVED BY: DATE: TOTAL

Claims for material shortages must be made within 10 days after receipt of goods.
Goods returned subject to 15% restock charge.
NO GOODS ACCEPTED FOR RETURN WITHOUT OUR CONSENT.
Minimum invoice sale $5.00.

NOTICE: A finance charge of 1½% per month is added to accounts not paid within 30 days from the date of invoice which is an ANNUAL PERCENTAGE RATE of 18%. The finance charge commences 30 days after date of invoice. If the services of an attorney, or agency are required for collection, all such fees will be chargeable to purchaser.

INPUT & PERMANENT FILE

INVOICE

PACIFIC FENCE & WIRE CO.

P.O. BOX 125 / CLACKAMAS, OR 97015 (503) 233-6248

SOLD TO:
820 MICHAEL FENCE CO.
515 BROCKWOOD AVE.
MCMINNVILLE, OR.
97128

SHIP TO:
SC 10120
CL-4

RECEIVED
DEC 11 1986
SERVICES
COMMISSION
DEPARTMENT OF TRANSPORTATION

INVOICE NO.
B2862-1
INVOICE DATE
DEC 23, 198

ORDER DATE	YOUR ORDER NO.	DATE SHIPPED	SHIPPED VIA	JOB NUMBER	SOLD BY	TERMS	PAGE
09/13/85		11/25/85	W/C	B2862	017	1% 10 NET 30	1

QUAN. ORDERED	SHIPPED THIS TIME	QUAN. BACK/ ORDER	DESCRIPTION	WEIGHT	LIST PRICE	CUSTOMER PRICE	UNIT	EXTENSION
1.000	1.000		I PER MATERIALS QUOTED THANK YOU!	0.00	359.3800	359.3800	EA	359.38

NOTICE: A finance charge of **1½%** per month is added to accounts not paid within 30 days from the date of invoice which is an **ANNUAL PERCENTAGE RATE** of **18%**. The finance charge commences 30 days after date of invoice.

TOTAL WEIGHT	FREIGHT	TAX	BALANCE DUE
	.00	0.00	359.38

NO GOODS ACCEPTED FOR RETURN WITHOUT OUR CONSENT AND SUBJECT TO HANDLING CHARGE. PARTS ORDERED SPECIAL NOT RETURNABLE.

XP PACIFIC FENCE & WIRE CO.

13770 S.E. AMBLER ROAD
CLACKAMAS, OR 97015
(503) 233-6248 or 659-6881
OREGON: WATS 1-800-452-8691
OUTSIDE OREGON: 1-800-547-2410

CREDIT OK
ORDER OK

DATE: September 13, 1985

CUST. P.O. # phone

BUYER: Don PHONE # 472-1231

SALESMAN: 017 TERMS: 1% 10, Net 30

SHIP VIA: Will Call

SHIP TO:

SC 10120

CI-4

INVOICE NO. B 12862 CUST. NO. 820

BILL TO: Michael Fence Co.

ADDRESS: 515 Brockwood Ave.

CITY: McMinnville STATE: Oregon

ZIP: 97128 SHIP WHEN:

PART NO.	DESCRIPTION	QUANTITY	AT	AMOUNT
B-C0046	4' Tension Bars "C"	6		
101/B.82	2 3/8" x 6' Dom. Sch. 40	3		
101/B.48	1 7/8" x 6' Dom. Sch. 40	10		
B-HV238	2 3/8" Hvy. Tension Bands	18		
BB-HV238	2 3/8 Hvy. Brace Bands	12		
B-HV178	1 7/8" Hvy. Brace Bands	4		
101/.91	1 5/8" Dom. Sch. 40 (3)	63'		
T-BR136	3/8" x 10½' Truss Rods	6		
T-RS001	Truss Rod Tightners	6		
K-RS238	2 3/8" PS Post Caps	3		
T-RS178	1 7/8" x 1 3/8" PS Eye Tops	10		
W-FT650	6½" Aluminum Tie Wires	100		
B-RS158	1 5/8" PS Rail Ends	12		
W-02348	4' 2/11 2 Oz. K-K	100'		
	MATL. QUOTED			356 00
	FREIGHT			3 38
	TOTAL			359 38
	356.00			
	3.38			

RECEIVED
DEC 11 1985
COMMISSION
DEPARTMENT OF TRANSPORTATION
SERVICES

TOTAL

RECEIVED BY: DATE:

Claims for material shortages must be made within 10 days after receipt of goods.
Goods returned subject to 15% restocking fee.
NO GOODS ACCEPTED FOR RETURN WITHOUT OUR CONSENT.
Minimum invoice sale $5.00.

NOTICE: A finance charge of 1½% per month is added to accounts not paid within 30 days from the date of invoice which is an ANNUAL PERCENTAGE RATE of 18%. The finance charge commences 30 days after date of invoice. If the services of an attorney, or agency are required for collection, all such fees will be chargeable to purchaser.

INVOICE

XP PACIFIC FENCE & WIRE CO.

P.O. BOX 125 / CLACKAMAS, OR 97015 (503) 233-6248

SOLD TO:

[illegible] INTERMET FENCE CO.
[illegible] [illegible] BLVD.
[illegible] - OR.
97[illegible]

SHIP TO:

[illegible]

RECEIVED
DEC 11 1986
SERVICES
COMMISSION
DEPARTMENT OF TRANSPORTATION

INVOICE NO.
INVOICE DATE
[illegible]

ORDER DATE	YOUR ORDER NO.	DATE SHIPPED	SHIPPED VIA	JOB NUMBER	SOLD BY	TERMS	PAGE
11 [illegible]		11 14/86	[illegible]	B3390	017	1% 10 NET 30	

QUAN. ORDERED	SHIPPED THIS TIME	QUAN. BACK/ ORDER	DESCRIPTION	WEIGHT	LIST PRICE	CUSTOMER PRICE	UNIT	EXTENSION
[illegible]	[illegible]		[illegible] PER MATERIALS QUOTED [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

NOTICE: A finance charge of 1½% per month is added to accounts not paid within 30 days from the date of invoice which is an ANNUAL PERCENTAGE RATE of 18%. The finance charge commences 30 days after date of invoice.

TOTAL WEIGHT	FREIGHT	TAX	BALANCE DUE
[illegible]	.00	[illegible].00	[illegible]

NO GOODS ACCEPTED FOR RETURN WITHOUT OUR CONSENT AND SUBJECT TO HANDLING CHARGE. PARTS ORDERED SPECIAL NOT RETURNABLE.

FILE

XP PACIFIC
FENCE & WIRE CO.

13770 S.E. AMBLER ROAD
CLACKAMAS, OR 97015
(503) 233-6248 or 659-6881
OREGON: WATS 1-800-452-8691
OUTSIDE OREGON: 1-800-547-2410

* Hand Tie - .25 ea

CREDIT OK
ORDER OK

DATE: 11/28/85

CUST. P.O. # Phone

BUYER: Don PHONE #

SALESMAN: CIT TERMS: 1% 10, Net 30

INVOICE NO. B 15590 CUST. NO. EAC

SHIP VIA: Ship - Prepay & Add

BILL TO: Michael Force

SHIP TO:

ADDRESS:

CITY: STATE:

ZIP: SHIP WHEN:

PART NO.	DESCRIPTION	QUANTITY	AT	AMOUNT
01/2352	2 7/8" x 9' Steel Tech H.	1	32.13	32 13
01/191	1 5/8" x 21' Steel Tech 40 (10 1/2)	336 1/2'	1.26	277 68
F-FS27E	2 7/8" RS Post Caps	6	.64	5 12 ✓
F-FS15E	5/8" RS Rail Ends	25	.5679	14 49 ✓
G-HW28	2 7/8" Hvy. Brace Band	44	.402	17 69 ✓
G-HW25	2 5/8" Hvy. Brace Band	11	.3581	3 86 ✓
G-ECC12	6' Tension Bar "C"	11	1.77	19 47 ✓
G-HW28	2 7/8" Hvy Tension Band	55	.1533	8 43 ✓
T-ER144	3/8" x 12' Truss Rod	11	2.19	24 09 ✓
T-FS001	Truss Rod Turnbuckles	11	.49	5 39 ✓
E-HS3HS	2 Hole Rail Ends	11	.84	9 24 ✓
G-SB125	3/8" x 1 1/4" Eye Bolt	110	.06	6 60 ✓
T-TI65C	6 1/2" Aluminum Ties	126	.026	3 12 ✓
	Prepaid - Collect Frt.			
	Mat'l.			425 46
	Frt			74 —
	Total			$500 46

RECEIVED
DEC 11
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED BY: DATE:

TOTAL

Claims for material shortages must be made within 10 days after receipt of goods.
Goods returned subject to 15% restocking c
NO GOODS ACCEPTED FOR RETURN WIT CONSENT.
Minimum invoice sale $5.00.

NOTICE: A finance charge of 1½% per month is added to accounts not paid within 30 days from the date of invoice which is an **ANNUAL PERCENTAGE RATE of 18%.** The finance charge commences 30 days after date of invoice. If the services of an attorney, or agency are required for collection, all such fees will be chargeable to purchaser.

P.O. BOX 125 / CLACKAMAS, OR 97[illegible] / AREA CODE 503 / PHONE 233-6248 OR 659-68[illegible] PACIFIC FENCE & WIRE CO.

PACIFIC

CHAIN LINK FENCE & BELTING

December 4, 1986

Commission Services
121 Transportation Bldg.
Salem, Oregon
97310

just attach to our yellow only

re: Bond Claim
ODOT Cont. #10120
Claxter Rd. NE - Portland Rd. NE

Gentlemen/Ladies:

Notice is hereby given that Pacific Fence & Wire Co. supplied fencing materials to the above; Mocon Construction, general contractor.

Michael Fence Co. (sub-contractor) has failed to make payment for the materials we provided, making this claim against the bond necessary.

Sincerely;

Stephen Brindley

Stephen Brindley
Vice President

cc: Mocon Construction
Michael Fence Co.
United Pacific Insurance

12/10/86
Sandi called for claim amt - see letter of 12/9/86

RECEIVED
1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON

INTEROFFICE MEMO

TO: L. W. Rulien
State Highway Engineer

DATE: October 7, 1986

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: SXF 1296, 1297 and 1327
Crossing Nos. 3E-67.6, 3E-67.8,
C-721.79, C-721.8 and C-722.0
Project No. IX-1685(5)

Attached is a copy of Order No. 86-1032 issued by the Public Utility Commissioner on October 6, 1986, relative to the above subject matter.

RDT:jr
attach.

cc: Richard Arnold, FHWA w/attach.
E. S. Hunter w/attach.
C. O. Fredrickson w/attach.
Jack Sullivan w/attach.
J. L. Sollis w/attach.
Gary Potter w/attach.
Lee Franklin w/attach.
J. L. Gunter w/attach.
William Anhorn w/attach.

NOTED
LARRY RULIEN

RECEIVED
STATE HWY ENGR
OCT 8 '86
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

RECEIVED
OCT - 7 1986
RR & UTILITY UNIT

ORDER NO. 86-1032

ENTERED OCTOBER 6 1986

PUC CROSSING NO. 3E-67.6
DOT CROSSING NO. 67 203 S
(Claxter Road)

PUC CROSSING NO. 3E-67.8
(Verda Lane) (NEW)

PUC CROSSING NO. C-721.79
(Hyacinth Street) (RELOCATED)

PUC CROSSING NO. C-721.8
DOT CROSSING NO. 759 646 R
(Hyacinth Street) (EXISTING)

PUC CROSSING NO. C-722.0
DOT CROSSING NO. 759 645 J
(Claxter Road) (CLOSE)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1296
SXF 1297
SXF 1327

In the Matter of the Application of CITY OF SALEM for the authority, pursuant to ORS 763.020, to construct a grade crossing of Verda Lane and Burlington Northern (Oregon-Washington) Inc., Oregon Electric Branch, in Salem (Bush), Marion County, Oregon. (SXF 1296)

In the Matter of the Application of CITY OF SALEM for the authority, pursuant to ORS 763.030, to alter a grade crossing of Hyacinth Street and Southern Pacific Transportation Company, Main Line, in Salem (Labish), Marion County, Oregon. (SXF 1297)

AMENDING ORDER

ORDER NO. 86-1032

In the Matter of the Investigation on the Commissioner's own Motion, pursuant to ORS 763.030, into the need for safety improvements at the railroad-highway grade crossing of Claxter Road NE and the tracks and right-of-way of Southern Pacific Transportation Company, Main Line, in Salem (Labish), Marion County, Oregon. (SXF 1327)

On March 3, 1983, the Commissioner entered Order No. 83-130 in the above-cited dockets. It granted applicant authority to: (1) construct a railroad-highway grade crossing of Verda Lane (Docket SXF 1296) and the existing tracks and right-of-way of Burlington Northern Railroad Company [formerly Burlington Northern (Oregon-Washington) Inc.], Oregon Electric Branch, in Salem (Bush), Marion County, Oregon; (2) alter and relocate the existing grade crossing of Hyacinth Street (Docket SXF 1297) with the tracks and right-of-way of Southern Pacific Transportation Company, Main Line, in Salem (Labish); and (3) close the existing grade crossing of Claxter Road NE (Docket SXF 1327) and the track and right-of-way of Southern Pacific Transportation Company, Main Line, in Salem (Labish), concurrently with the opening of the Verda Lane and Hyacinth Street grade crossings.

Order No. 83-130 was silent as to the length of time allowed for the commencement of construction of the Verda Lane grade crossing and alteration of the Hyacinth Street grade crossing. Subsequent to entry of Order No. 83-130, the Commissioner entered Order No. 83-143, and Supplemental Order No. 83-551, both in Docket R 84, on March 15 and August 22, 1983, respectively. Order Nos. 83-143 and 83-551 revised Divisions 42, 43, and 47 of the Commissioner's Rules and Regulations pertaining to railroad-highway crossings. Among other things, it added a new rule, OAR 860-43-065, which established two years as the authorized time for commencing construction of a new crossing unless otherwise specified. It further established that all orders authorizing new crossings, entered prior to March 15, 1983, expired on January 1, 1985, unless construction was substantially underway. Consequently, without further action, the authority provided in Order No. 83-130 would have expired on January 1, 1985. Upon request of applicant, by letter dated June 20, 1984, Order No. 84-607 was entered by the Commissioner on August 6, 1984. Order No. 84-607 granted an extension of time for construction and alteration of the Verda Lane and Hyacinth Street grade crossings.

Order No. 83-130 authorized the Verda Lane crossing to be constructed to a paved width of 60 feet, consisting of two 12-foot travel lanes, two 12-foot bus-truck stopping lanes, and two 6-foot bike lanes equipped with curbs and a 5-foot sidewalk on each side. It also authorized the Hyacinth Street crossing to be relocated approximately 61 feet south of its existing location and to be altered to a paved width of 62 feet, consisting of a 2-foot center median, two 12-foot bus-truck stopping lanes, two 12-foot travel lanes, and two 6-foot bike lanes equipped with curbs and a 5-foot sidewalk on each side. Cantilevered flashing lights and automatic gate signals were authorized as the protection at both crossings.

By letter dated August 12, 1986, applicant submitted revised drawings of the Verda Lane and Hyacinth Street grade crossings to the Commissioner, and requested that Order No. 83-130 be amended to authorize a paved roadway 56 feet in width, consisting of two 12-foot travel lanes, two 12-foot bus-truck stopping lanes, and two 4-foot bike lanes equipped with curbs and a 5-foot sidewalk on each side.

Applicant's letter and revised drawings were served upon all parties in interest by PUC staff letter dated August 19, 1986. No objection by any party has been made to the amendments as requested.

The Commissioner finds that the public safety and welfare requires that Order No. 83-130 be amended.

IT IS THEREFORE ORDERED that Order No. 83-130 shall be amended as follows:

1. Paragraph 2.b.(1) of Order No. 83-130 is amended to read as follows:

   Construct that portion of the crossing lying outside lines drawn two feet outside each rail of each track at the crossing to accommodate a paved roadway 56 feet in width, consisting of two 4-foot bike lanes, and four 12-foot travel lanes, equipped with curbs and a 5-foot sidewalk on each side, and bear 13.875 percent of the cost thereof;

2. Paragraph 2.c.(1) of Order No. 83-130 is amended to read as follows:

   Relocate the existing crossing approximately 61 feet to the south and construct that portion of the crossing lying outside lines drawn two feet outside each rail of each track at the crossing

to accommodate a paved street 56 feet in width, consisting of four 12-foot travel lanes, and two 4-foot bike lanes, equipped with curbs and a 5-foot sidewalk on each side, and bear 13.875 percent of the cost thereof;

3. Paragraph 3.b.(1) of Order No. 83-130 is amended to read as follows:

Subject to reimbursement as provided herein, construct that portion of the crossing lying between lines drawn two feet outside each rail of each track at the crossing to accommodate a roadway 56 feet in width;

4. Paragraph 3.b.(2) of Order No. 83-130 is amended to read as follows:

Subject to reimbursement as provided herein, furnish and install two Standard No. 2B cantilevered flashing light signals, equipped with multiple track signs, and two Standard No. 4 automatic gate signals, to be located not less than 6 feet 1 inch nor more than 7 feet behind the face of curb. The gate arms in the lowered position will be perpendicular to the centerline of the roadway and the tip of the gate arms shall be not less than 10 feet from the centerline of the nearest track. Said signals will be activated by constant warning time devices on the main track and island track circuits, supplemented with railroad STOP signs, on the industry spur track;

5. Paragraph 4.a.(1) of Order No. 83-130 is amended to read as follows:

Subject to reimbursement as provided herein, construct that portion of the relocated crossing lying between lines drawn two feet outside of each rail of each track at the crossing to accommodate a roadway 56 feet in width;

6. Paragraph 4.a.(2) of Order No. 83-130 is amended to read as follows:

Subject to reimbursement as provided herein, furnish and install two Standard No. 2B cantilevered flashing light signals, equipped with multiple track signs, and two Standard No. 4 automatic gate signals, to be located not less than 5 feet 1 inch

nor more than 6 feet behind the face of curb, and not less than 12 feet from the centerline of the nearest track. Said signals will be activated by constant warning time-type devices on the main and siding tracks and island circuits supplemented with railroad STOP signs, on the industry spur track;

All provisions in Order No. 83-130, not in conflict with the provisions of this order, shall remain in effect.

Made, entered, and effective Oct. 6, 1986.

Gene Maudlin
GENE MAUDLIN
Public Utility Commissioner

lww/0481I

September 30, 1986

CON

The Honorable Sue Miller
Mayor, City of Salem
555 Liberty Street, NE.
Salem, OR 97301

We share your concern regarding Kerr Concentrates' claim for damages against MOCON Corporation. We will do everything we can to help resolve the dispute.

Unfortunately, we cannot withhold payment from the contractor, as requested by Kerr Vice President John Jacobsen, because this is not a contractual issue between the State and the contractor. Nor can the State be responsible for the torts of our contractors, according to the requirements of the Oregon Constitution.

However, we do require the contractor to have liability insurance to cover incidents such as this. I understand the Region Construction Engineer recently met with Mr. Jacobsen, discussed the issue and supplied him with the necessary insurance information. We have again asked MOCON to follow-up with its insurance company. If Kerr Concentrates' claim is denied or not resolved to its satisfaction, then it must look to the courts if it wishes to pursue the matter.

Fred D. Miller
Director

bc Larry Rullen
Bill Anhorn

KEH fn

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

MAYOR'S OFFICE
Telephone (503) 588-6255

September 17, 1986

Fred D. Miller, Director
Department of Transportation
135 Transportation Bldg.
Salem, OR 97310

Dear Fred,

Enclosed is a copy of a letter and documents that I received from Kerr Concentrates last week. While this project is under a contract with the State of Oregon, and therefore, the city is not directly involved, I am concerned about the lack of response to Kerr's claim.

Kerr is a very important part of Salem's corporate community and as Mayor I feel responsible to help them in any way that I can. Would you please inform me of the status of this issue and what is being done to resolve it.

Thanks very much for your help, Fred.

Sincerely yours,

Sue Miller
Mayor

SM:eg

WES
R/D for
Miller
ASAP
out 9/19

RECEIVED
STATE HWY ENGR
SEP 19 '86
REFER TO
Anhorn
FOR
Info | Invest | R/D | D/R | Sign | Act | File
✓

RECEIVED
DOT DIRECTOR
SEP 19 '86
REFER TO
Rulon
FOR
Info | Invest | R/D | D/R | Sign | Act | File
X
ASAP

Salem, Oregon
ALL-AMERICA CITY
1982-1983

-- AN EQUAL OPPORTUNITY EMPLOYER --

RECEIVED
SEP 8 1986
MAYOR/CITY MANAGER

IFF

KERR CONCENTRATES INC. 2340 HYACINTH STREET, N.E. SALEM, OREGON 97303 (503) 378-0493

A SUBSIDIARY OF INTERNATIONAL FLAVORS AND FRAGRANCES INC

September 5, 1986

Mrs. Sue Harris-Miller, Mayor
City Of Salem
555 Liberty SE
Salem, OR 97301

Dear Mayor Harris-Miller:

On May 14, 1986, the contractor working on the Hyacinth Street Project severed the underground cable providing electrical service to our manufacturing facility at 2340 Hyacinth NE. As a result of the power outage, which lasted close to eight (8) hours, we incurred losses which are detailed in the enclosed documents.

Shortly after this incident we contacted Mr. Ron Hutchinson, City of Salem, who in turn referred us to Capital Claims Service Inc. for the processing of our claim for damages.

Enclosed are numerous documents which detail and support the efforts we have made to recover our losses. To date our claim is unresolved. Mocon Corporation has not even made an attempt to contact us despite our invoices to them.

Your assistance is requested in an effort to help us in settling this claim and recovering our loss of $5,839.69. We would insist that, at a minimum the City of Salem hold up approval of final payment to Mocon Corporation and/or others involved in the Hyacinth Street Project pending resolution of our claim.

Your assistance is appreciated.

Sincerely,

KERR CONCENTRATES INC.

John F. Jacobsen

John F. Jacobsen
Vice President/Operations

cc: Ms. Theresa B. Duff, Capital Claims Service
Mocon Corporation
Lee Franklin, State of Oregon
Charlene Taylor, PGE

44764 willamette business forms

IFF KERR CONCENTRATES INC.
SUBSIDIARY OF INTERNATIONAL FLAVORS AND FRAGRANCES INC.
2340 Hyacinth Street, N.E., Salem, Oregon 97303
TELEPHONE (503) 378-0493

INVOICE NO. 4450

DATE: June 18, 1986

SHIP TO:

INVOICE TO:

Mocon Corporation
P.O. Box 3258
Salem, Oregon 97302

DATE SHIPPED:

VIA

PREPAID ☐ COLLECT ☐

Buyer's Order No. N/A F.O.B. N/A Terms: Net Due

On the morning of May 14, 1986, your contractor, Scott Wadsworth Excavating, working on the Hyacinth Street Project caused an extended power outage to our manufacturing facility.

We were in the process of producing strawberry concentrate. We made every effort to save as much of the fruit as possible.

The following losses cover only the actual cost incurred by Kerr and there is no provision for loss of sales revenue.

Labor loss on May 14, 1986	$3,319.46
8081 Pounds of Stawberries not Salvageable	2,020.23
Miscellaneous drum liners, extra cleanup cost	500.00
	$5,839.69

RECEIVED JUN 1 8 1986

Portland General Electric Company

1. ~~Gary~~ good work!
2. ~~Merlin~~
3. ~~Don~~
4. JJ/File

June 17, 1986

Kerr Concentrates
2340 Hyacinth N.E.
Salem, OR 97303
Attn: John Jacobson

Our File No: 86S-1253DU

Dear Mr. Jacobson:

The City of Salem notified us that you have an inquiry on the May 20, 1986 accident at 2555 Hyacinth St. NE. Attached is a letter directed to Mocon Corporation regardinging our position on this claim.

We are fowarding our invoice onto Mocon Corporation for reimbursement of our repair costs. We suggest you do the same.

If you have any further questions, please do not hesitate in calling 585-~~5610~~ x-8608.

1410

Sincerely,

Charlene Taylor
Claims Department

CT:vi

c: State of Oregon, Lee Franklin
Mocon Corporation

Capital Claims Service. Inc.
POST OFFICE BOX 265 • SALEM, OREGON 97308
Phone. (503) 399-8366

RECEIVED JUN 1 2 1986

SERVING:
Marion Co.
Polk Co.
Lincoln Co.
Benton Co.
Yamhill Co.
Linn Co.

LICENSED IN OREGON
EXPERIENCED IN ALL LINES OF INSURANCE CLAIMS
Clancy Reuter
Robert Guile
Theresa Duff

June 6, 1986

Portland General Electric
136 High Street S.E.
Salem, Oregon 97301

Mocon Corporation
2700 19th S.E.
Salem, Oregon 97302

Re: Our Principal: City of Salem
Claimant: Kerr Concentrates
Date of Incident: May 1986
Claim Number: 85-3312
Our File: D 60302 F

Gentlemen:

Please be advised that this firm represents the City of Salem in the handling of their liability claims.

On May 20, 1986, we received a notice of claim from John Jacobson of Kerr Concentrates, 2340 Hyacinth N.E., Salem, Oregon, telephone number 378-0493. Apparently, during a recent construction project for the State of Oregon, one or both of your firms were involved in damaging the electrical service to the claimant's business. As a result, Kerr Concentrates has incurred a loss of production and/or damage in the approximate amount of $6,000.00.

Since this is a State of Oregon project, the City of Salem is not involved in this contract. However, since the State of Oregon's records indicate that you were the two contractors involved in this incident, we are tendering this claim to you for disposition. I would suggest that you either contact the claimant direct or forward this letter on to your insurance carriers for disposition.

If you have any questions, please feel free to contact me. Mr. Jacobson is quite anxious to conclude his claim and would appreciate hearing from you, regarding your intentions, as soon as possible.

Very truly yours,

Theresa Duff

Theresa Duff
Adjuster
TD)cc: State of Oregon - Lee Franklin
City of Salem - Ron Hutchinson

Portland General Electric Company

May 28, 1986

Mocon Corporation
P.O. Box 3258
Salem, OR 97302

OUR FILE NO: 86S-1253DU
DATE OF ACCIDENT: May 14, 1986

Dear Sir:

The accident occurring at 2555 Hyacinth N.E., Salem on May 14, 1986 has been referred to this office.

Our investigation indicates that on May 7, 1986, you contacted Lori at the Utility Notification System. Enclosed is a copy of the locate you requested. There is no other locate request made by you after May 7, 1986 for this job. Our locator marked out the area at Hyacinth and Claxter Road N.E. on May 8, 1986. Enclosed is a copy of our locate slip.

On May 14, 1986, at 8:00 A.M., we received notification that your contractor, Scott Wadsworth Excavating, had dug into our primary cable at 2555 Hyacinth Street N.E. As no locate had been requested for this area, we shall forward our invoice onto you for payment.

Also, as a result of this dig up, KCCS Radio, 4303 Market Street N.E., Salem suffered a voltage problem damaging several fuses and tubes. KCCS has been advised to contact your office regarding payment of their claim.

Sincerely,

Charlene Taylor
Claims Department

CT:kk

cc: KCCS Radio

LOCATION RECORD

HYACINTH AND CLAXTER ROAD NE

SALEM OR

MOCON CORP.

WILL 399-1470

WILL 399-1470

STREET IMPROVEMENTS.

Staked/Paint? NO

NEED LOCATE 05-09-86 ANYTIME

Billing Yes ☐ No ☐

Request Received By

Phone

Phone

Reason For Location:

Site of Location:

Facilities Located: pri 5-8-86

Special or Unusual Conditions or Circumstances:

8-30-S10
PGE 0510 (Oct 82)

— See Reverse Side —

Located By

MAY 20 1986

MAY 27 1986

SALEM/KEIZER UTILITY NOTIFICATION SYSTEM REQUEST # 08877

Hyacinth & Gaith Rd NE — ADDRESS FOR LOCATE — CITY — 5-7- DATE — 15:43 TIME

ADDITIONAL ADDRESS INFORMATION

EXCAVATOR Morcon Corp.

PERSON CALLING Will PHONE # 399-1470

CONTACT PERSON " PHONE # "

DESCRIPTION OF WORK Street improvement

STAKED OR PAINTED? YES ___ NO X

WORK WILL BEGIN DATE 5-9 TIME 7

REQUEST MEET AT ___ DATE ___ TIME

REC'D BY 6 DATE TIME

INFO FWD TO: UTIL

PERSON TIME

REQUEST MASTER FILE PRINT

(YYY
)7/86 15:41PM REQUEST # 08876
ER ROAD NE AT DELMAR DRIVE N.
T SIDE"
EM OR
F OF SALEM - SIGN SHOP
588-6063
IO 588-6063
TALLING SIGN POSTS

ed/Paint? YES
) LOCATE 05-09-86 ANYTIME

.E. A05/07/8615:47PERTEC 3200
.N.G.A05/07/8615:49PERTEC 3200
_SERVA05/07/8615:50PERTEC 3200
EM S.A05/07/8615:51PERTEC 3200
ZER WA05/07/8615:53PERTEC 3200
COM A05/07/8615:54PERTEC 3200
EM E.A05/07/8615:56PERTEC 3200

YYYY
07/86 15:45PM REQUEST # 08877
CINTH AND CLAXTER ROAD NE

EM OR
ON CORP
L 399-1470
L 399-1470
EET IMPROVEMENTS

ked/Paint? NO
D LOCATE 05-09-86 ANYTIME

.E. A05/07/8615:48PERTEC 3200
.N.G.A05/07/8615:49PERTEC 3200
LSERVA05/07/8615:50PERTEC 3200
EM S.A05/07/8615:52PERTEC 3200
ZER WA05/07/8615:53PERTEC 3200
COM A05/07/8615:55PERTEC 3200
EM E.A05/07/8615:56PERTEC 3200

MAY 27 1986

10,190

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

Leland J. Franklin, P.E.
P.O. Box 14030
Salem, OR 97310

Sept. 25, 1986

In Reply Refer to
File No

NOTED
W. E. SCHWARTZ

MOCON Corporation
P. O. Box 3258
Salem, OR 97302

Claxter Rd - Portland Rd NE
Contract #C10120
F.A. Project # IX - 1685(5)

RE: Kerr Concentrates, Damages to Property.

We have recently received numerous inquiries regarding the status of a claim by Kerr Concentrates for damages they incurred on May 14, 1986. The basis for their claim evidently is the result of damages to an underground PGE primary cable which was severed during your excavation operations on Hyacinth St. NE. It is my understanding they have billed you for damages after having served the City of Salem with a notice of claim for these same damages. Your contractual obligation is to handle these claims in an expeditious manner.

In behalf of the City of Salem and OSHD, I request that you diligently pursue an early resolution to the matter of this claim. Futhermore, I strongly urge you to correspond with the claimant as having received their notice of claim and the status of your review.

Thank you for your early attention to this matter.

Respectfully,

Lee Franklin, P.E.
Project Manager

RECEIVED
STATE HWY ENGR
OCT - 1 '86
REFER TO
FOR
Init. | Info | R/D | D/R | Sign | Act | File

cc: Ken Husby, Reg. 2 Construction Engineer
Marlin Brinkley, City of Salem
John Jacobson, Kerr Concentrates

cc W.E. Schwartz
CO. Fredrickson

LJF/cso

734-1839

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

PRO 6-2

Date: September 24, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project No. IX-1685(5)
Claxter Rd. N.E.-Portland Rd. N.E. Section
Verda Lane and Hyacinth Street
Marion County

Enclosed for your file on the subject project is one copy each of fully executed railroad agreements between the Southern Pacific Transportation Company and the City of Salem, and the Burlington Northern Railroad and the City of Salem.

Authorization to proceed with work by the railroad's was given in your memo of July 31, 1985.

CPL:bkb
cc: R. Trygstad
General Files

Form 734-3122

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1685(3)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20065

2A. COUNTY NAME
Marion

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
September 3, 1985

8. FEDERAL ROUTE NUMBER
FAU 1685

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
Claxter Rd. N. E. - Portland Rd. N. E. Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 8/1/86 this will confirm the advance approval date of 9/3/85 contingent upon modification of Project Agreement if additional funds are requiredfor the cost overrun on the actual adjustments to the water facilities on an actual cost basis estimated to be $27,501.88; Federal Funds $23,377.

The Agreement with the City of Keizer is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
AUG 27 86
REFER TO Potter
FOR

Info | Invest | R/D | D/R | Sign | Act | File

Orig. to 8/27

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/18/86	D. K. Hansen	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 1, 1986

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
AUG 5 '86
REFER TO
FOR

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

NOTED
E. S. HUNTER

SUBJECT: Cost Overrun
Water Facilities Relocation
Claxter Rd. N.E. - Portland Rd. N.E.
Section
FAU 1685 (Verda Lane NE & Hyacinth St. N.E.)
Marion County
P.E. Project No. IX-1685(3)

Reference is made to my letter of September 6, 1985 which submitted an Engineer's estimate of cost for the relocation of the City of Keizer Water Department's water facilities and to your Letter of Approval and/or Authorization, dated September 20, 1985 which approved participation in the estimated cost of $24,745.00. Copies of my letter and your PR-1240 are attached.

The relocation of water facilities has been completed and a final billing of cost, in the adjusted amount of $24,097.00 received. A final billing for engineering costs incurred by William I. Peterson, consultant for the Keizer Water Department, bringing the total adjusted engineering cost to $3,404.88, has also been received. The enclosed copies of billings for construction and engineer reflect adjustments made by Jerry J. Miller. Region 2 Utility Specialist to deduct costs of relocation work not required to accommodate highway construction. The final cost of $27,501.88 exceeds the estimated cost of $24,745.00 by $2,756.88 or 11.14%. William I. Peterson Engineering in a letter dated May 21, 1986, has provided an explanation of the cause for overrunning the estimated cost. The final contract estimate (billing) reflects change orders required to relocate/adjust additional conflicting water facilities not anticipated. A copy of the letter and final estimate are attached.

The relocation costs have been reviewed by the Region Utility Specialist and found to be actual and substantiated. The Keizer Water Department has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $27,501.88 is requested.

JMC:jr
attach.

cc: E. S. Hunter
J. M. Cartwright
Matt Caswell

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Gormsen
Commission Services

DATE: June 10, 1986

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: Permit of Entry
Burlington Northern Railroad
Company Property
Claxter Road - Portland Road
N.E. Section
Contract No. 10120
ODOT Agreement No. RR-1234

RAILROAD COMPANIES
FILE No. 4234

Attached is the State's fully-executed copy of a Permit of Entry for the subject project.

RDT:jr
attachment

cc: Bill Anhorn w/copy
Lee Franklin w/copy

7/7/86 noted in agenda Vicki A.

7/7
~~Add this missed~~ on Bayda report

RECEIVED
JUN 11 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1685(3)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20065

2A. COUNTY NAME: Marion

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUN 12 '86
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Appr | Sel | File

7. DATE AUTHORIZATION EFFECTIVE: June 2, 1986

8. FEDERAL ROUTE NUMBER: FAU 1685

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Salem Parkway - Portland Road

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested in Mr. Potter's letter of 5/27/86 we approve the revised Preliminary Engineering costs to a TEC of $154,200; Federal Funds $131,070.

(Increase TEC $29,800; Federal Funds $25,300)

Also as requested we approve a Program Change to joint finance the subject project utilizying Appn Code 178 funds. This change will require the following revisions:

1. Appn Code - Add 178 funds

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/10/86	for [illegible]	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

bi 10/22 cc:OSHD (L. W. RULIEN) STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STAT HWY ENGR
JUN 12 '86
REFER TO Fredrickson
FOR

(Check appropriate box) 5-28-86

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Marion	Oregon

IN COMPANY WITH
Ken Husby, Lee Franklin and Mary Martini

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
5-28-86	Bill Kappus, Area Engineer	IX-1685(5)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	50 %	10 %

CLAXTER ROAD NE - PORTLAND ROAD NE
FAU 1685 (VERDA LANE NE & HYACINTH STREET NE)
Grading, drainage, paving and signals

NOTED
W. E. SCHWARTZ

Scope of Inspection:

This inspection included a review of traffic control, clearing, and grubbing operations and soft subgrade areas.

Work Complete and In Progress:

This contract was awarded August 30, 1985 with work starting September 5, 1985. The contractor got very little accomplished last fall. The Project Manager is quite concerned about work progress (completion date-August 31, 1986) and has expressed his concerns in a special meeting (April 86) with the contractor's new superintendent. Most of the clearing and grubbing has been completed. Excavation was underway on 22nd street and 25th avenue. Preparations for jacking the storm drain under the SPRR were also underway.

Comments:

Construction signing and barricades were appropriately placed and in good condition. Traffic control consists primarily of maintaining business access on what was a dead end street. Traffic on this street is basically large trucks. Movement is presently good but on later stages may be more difficult.

Two areas (approximately Station 18 on the 22nd avenue line and Station 35 on the main line) of wet, organic soil have been found. Depths range from 3 feet to 4 feet. Efforts to dry and compact have been unsuccessful. The appropriate solution appears to be sub-excavation and replacement (also recommended by Geotechnical Engineers). Estimation of costs and quantities are presently underway.

*U.S. GPO: 1985-466-568

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

PRO 6

Date: May 27, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

RDE
PDE
SE
LE
LPE
GTE
FDE
PDS
BFM

RECEIVED
MAY 12 - 1986
ROAD DESIGN
SECTION

LPG
LA
LDS

Copy All
Return To

Subject: Program Change
Item No. 20065
Project No. IX-1685(3)
Salem Parkway-Portland Road
Marion County

C324-1999

I request your approval of a program change to joint finance the subject project utilizing Appn Code 178 funds. This change will require the following revisions:

1) Appn Coe: To add 178 funds.

I further request approval of a program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justification.

The preliminary engineering costs for the subject project have exceeded the survey authorization.

Increased funding for a variety of activities is needed to accommodate the additional work required by numerous revisions and additions to the project as a result of extensive involvement by local governments. Significant changes involved the addition of the 22nd Ave. connection, major drainage revisions, and the closing of existing railroad crossings on Claxter Road.

This is the final request for this project.

The total preliminary engineering costs are $154,200.

Attached is an itemization of P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR-2A).

RLC:jc
Attachment
cc: Paul D. Singer ✓
Region 2

10,120

HIGHWAY DIVISION - LOCATION UNIT (READ AND CREATE FROM LOCSIN.GE) PRO 6

Don Trout
Project Unit Engineer

DATE April 29, 1986

Bob Pool
Location Engineer

Salem Parkway - Portland Rd.
(Verda - Hyacinth)
Marion County
EA No C.1324-1999
Project No IX-1685(3)

__ The preliminary engineering costs for the subject project have exceeded the survey authorization. To assist you in requesting additional federal participation, we offer the following justification:

-- OR --

__ ~~The preliminary engineering costs to develop the subject project may exceed the present authorization. To assist you in requesting supplemental funding, we offer the following comments:~~

Increased funding for a variety of activities is needed to accommodate the additional work required by numerous revisions and additions to this project as a result of extensive involvement by local governments. Significant changes involved the addition of the 22nd Ave. connection, major drainage revisions, and the closing of existing R/R crossings on Claxter Rd.
This is the final request for this project.

The preliminary engineering costs are $ 154,200 .

Attached is an itemization by P.E. activity

RCP:PDS:ge
Attachment

cc _____ w/att
Dick Singer w/att

AUTHORIZATION NO. 3

DATE: 4-29-86

SECTION: Salem Parkway - Portland Rd
HIGHWAY: Varda - Hyacinth
COUNTY: Marion
PREFIX: C 324-1999
F.A. NO: IX-1685 (3)

PRELIMINARY ENGINEERING

ACTIVITY	ORG. UNIT	*AUTHORIZATION APPROVED BY FHWA		REVISED AUTHORIZATION REQUESTED	
900 Project Engineering Field Offices		$ 37,000	00	$ 37,210	00
901 Project Engineering Other Offices	N/A	1,000	00	9,430	00
902 Citizen Involvement	N/A				
903 Final Design Bridge and Foundation	74	100	00	5,010	00
	7420				
		200	00	130	00
904 Preliminary Design	7110	8,000	00	7,490	00
905 Final Design	73	28,125	00	38,865	00
906 Redesign	73				
907 T.P.D.T. Design	73	9,375	00	12,955	00
908 Field Testing		8,000	00	8,250	00
909 R/W Descriptions	7111	12,000	00	13,070	00
910 R/W Maps	7111	3,000	00	3,000	00
911 Sign And Signal Design	76	1,200	00	2,460	00
	76				
912 Railroad Maps	7362				
913 R/W Liaison		3,600	00	3,610	00
914 Utility Liaison	7783	1,000	00	1,080	00
		600	00	0	
915 Landscape Design	7114	5,000	00	4,440	00
916 Photogrammetry Services	7142	700	00	660	00
917 Inventory Needs					
920 Project Programming	06	300	00	310	00
921 Specifications And Estimates	7200	3,000	00	5,000	00
923 Environmental Studies	75			150	00
	75				
925 Air Monitoring	7510				
927 Free Bridge Design	74				
	74				
929 Free Bridge Specifications	7200				
933 Base Design	7141	500	00	30	00
934 Geotechnical Investigation	7120	500	00	280	00
937 Hydraulic Studies	7143				
949 System Studies	N/A				
960 Process Project Prospectus	7144				
961 Prepare Hearing Study Data	7113				
962 Reconnaissance Surveys	71				
963 Review Field Surveys	7113	450	00	40	00
964 Prepare Permits	7000	250	00	0	00
980 Conduct Public Hearing	N/A				
020 Training	N/A	500	00	730	00
050 Audit Services	0500				
		$ 124,400	00	$ 154,200	00
		+ 29,800			

* Amounts shown converted from function amounts that were previously given for this project.

16,160

Form 81-734-3048X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET ..... OF ..... SHEETS

Yarda - Hyatt

-29-30

-35

						21	37,207					
000	7962						3,013		2430			
010	154						45,019		513			
011	57,101						3,100					
021	38,873						2,431					
						23	0					
	154,115						16,265					
							3,324					
	13,762	Stone	6.5%				2,424					
							1,435					
		921	1,617				3,037					
		905	6,335				0					
		903	5,800			9	654					
							38					
							3,017					
							3,373		1,200			
							0					
903 - 9430 to do							17					
							127					
						132	1,072					
						432	30					
						435	278					
						450	124					
					Total		170,353					

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1. FEDERAL-AID PROJECT NO. IX-1685(3)

2. STATE PROJECT NO. See Below

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20065

2A. COUNTY NAME
Marion

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
March 20, 1986

8. FEDERAL ROUTE NUMBER
FAU 1685

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
Claxter Road N. E. - Portland Road N. E. Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter dated 3/21/86, this will confirm the advance approval date of 3/20/86 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the telephone facilities manhole on a lump sum basis to be $6,667; Federal Funds $5,667.

The Agreement with Pacific Northwest Bell Telephone Co. is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STAT. HWY ENGR
APR 2 '86
REFER TO Potter
FOR
Info | Dsgn | P/U | R/W | Utl | Act | File

Orig. to

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/1/86	R. K. Hansen	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 21, 1986

In Reply Refer to File No. E R
HWY ENGR
MAR 24 '86
REFER TO
FOR
Info | Invest | R/D | C/R | Ign | Act | File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Telephone Facilities Manhole Relocation
Pacific Northwest Bell Telephone Co.
Claxter Rd. N.E. - Portland Rd. N.E. Section
FAU 1685 (Verda Lane N.E. & Hyacinth St. N.E.)
Marion County
P.E. Project No. IX-1685(3)

Here is a copy of a lump sum estimate of cost to relocate Pacific Northwest Bell Telephone Company's (PNB) telephone facilities manhole dated March 4, 1986, and a sketch showing their proposed relocation.

A certification prepared by Jerry J. Miller as to PNB's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, PNB was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted therewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of distribution facilities.

There will be no betterment derived from the proposed adjustment of PNB's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of March 20, 1986 under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $6,667.00.

JMC:jr
Enc.

cc: √E. S. Hunter
J. M. Cartwright
Jerry Miller

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 21, 1986

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: William H. Kappus, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Telephone Facilities Manhole Relocation
Pacific Northwest Bell Telephone Co.
Claxter Rd. N.E. - Portland Rd. N.E. Section
FAU 1685 (Verda Lane N.E. & Hyacinth St. N.E.)
Marion County
PE Project No. IX-1685(3)

Confirmation of your verbal authorization for Pacific Northwest Bell Telephone Company (PNB) to proceed with the relocation of their buried telephone facilities manhole in conflict with this project as of March 20, 1986 is requested. A lump sum estimate of cost has been received from PNB in the amount of $6,667. This estimate is presently being reviewed by the Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
March 20, 1986 is approved

William H. Kappus, Area Engineer

JMC:jr

cc: E. S. Hunter
D. L. Trout
Pete Gonzalez
William G. Anhorn
Lee Franklin
Jerry Miller

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1685(5)

2. STATE PROJECT NO.: See Below

3. FROM
Dale E. Wilken
Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20065

2A. COUNTY NAME: Marion

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
September 24, 1985	FAU 1685	City Street

10. GENERAL LOCATION:

Claxter Road NE - Portland Road NE Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 11/4/85, this will confirm the advance approval date of 9/24/85 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the PGE electric service on an actual cost basis estimated to be $8,519; Federal Funds $7,242.

The Agreement with the Portland General Electric Co. is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

RECEIVED
STATE HWY ENGR
NOV 18 '85
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

orig to 11/18

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/15/85	/s/ Chris Hanson	FOR DIVISION ADMINISTRATOR

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 4, 1985

RECEIVED
STATE HWY ENGR
NOV 6 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Electric Service Relocation
Herr Property (Station "25th" 14+00)
25th Avenue N.E.
Claxter Rd. NE. - Portland Rd. N.E. Section
FAU 1685 (Verda Lane NE & Hyacinth St. NE.)
Marion County
Project No. IX-1685(5)

Here is a copy of an estimate of cost to adjust Portland General Electric Company's electric service to the Herr property dated October 15, 1985, and a sketch showing their proposed relocation.

A certification prepared by Jerry Miller as to the Company's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the company was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of the company's service facilities.

There will be no betterment derived from the proposed adjustment of the company's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of 9-24-85 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $8,519.

JMC:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
Jerry Miller

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1685(3)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20065

2A. COUNTY NAME: Marion

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: September 4, 1985

8. FEDERAL ROUTE NUMBER: FAU 1685

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Salem Parkway - Portland Rd. Sec.

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr.Potter's letter dated 10-1-85 this will confirm the advance approval dates of 9-4-85 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the City of Salem's water facilities on an actual cost basis estimated to be $43,229 - F. F. $36,745.

The Agreement with the City of Salem is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
OCT 16 '85
REFER TO
Potter
FOR

Info	Invest	R/D	O/R	Sign	Act	File

Orig. to

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/15/85	D. K. Hoffman	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 1, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

RECEIVED
STATE HWY ENG.
OCT 3 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act

SUBJECT: Water Facilities Relocation
City of Salem
Claxter Rd. N.E. - Portland Rd. N.E. Section
FAU 1685 (Verda Lane N.E. & Hyacinth St. N.E.)
Marion County
P.E. Project No. IX-1685(3)

Here is a copy of an estimate of cost to adjust the City of Salem's water facilities dated August 20, 1985, and a sketch showing their proposed relocation.

A certification prepared by Jerry Miller as to the City's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The City of Salem advised their Water Department verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length and crossings of the project by the facilities.

Form 734-3122

There will be no betterment derived from the proposed adjustment of the City of Salem's facilities.

Your approval of an actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of September 4, 1985 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $43,229.

JCM:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
Jerry Miller

10.12.0.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 24, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: William H. Kappus, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Electric Service Relocation
Herr Property (Station "25th" 14+00)
25th Avenue N.E.
Claxter Rd. N.E. - Portland Rd. N.E.
Section
FAU 1685 (Verda Lane N.E. & Hyacinth St. N.E.)
Marion County
Project No. IX-1685(5)

Confirmation of your verbal authorization for Portland General Electric Company (PGE) to proceed with the relocation of electric service facilities to the Herr property on 25th Avenue N.E. which are in conflict with this project as of September 24, 1985 is requested. An estimate of cost is being prepared by PGE. Preliminary estimate of cost is $4,000. The estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
September 24, 1985 is approved

William H. Kappus, Area Engineer

JMC:jr
cc: E. S. Hunter
Don Trout
Pete Gonzalez
William G. Anhorn
Cliff Lehman
Jerry Miller

RECEIVED
STATE HWY ENGR
OCT 1 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

jc

U. S. DEPARTMENT OF TRANSPO[illegible]TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1685(3)
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Marion

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20065

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: September 3, 1985

8. FEDERAL ROUTE NUMBER: FAU 1685

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Salem Parkway - Portland Rd. Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr.Potter's letter of 9-6-85 this will confirm the advance approval date of 9-3-85 to proceed with the adjustments to the water main relocation for the City of Keizer by the contract method since the City is not adequately staffed or equipped for this work at a TEC of $24,745 - F. F. $21,033 contingent upon modification of Project Agreement if additional funds are required. I concur in award of contract to William I. Peterson Engineering, Inc.

The Agreement with the City of Keizer is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STAT. HWY ENGR
SEP 24 85
REFER TO
Potter
FOR
info | Invest | R/D | D/R | Sign | Act | File

Orig. to 9/24

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/20/85	D. K. Hoomer	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,120

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 6, 1985

In Reply Refer to
File No.:

NOTED
E. S. HUNTER

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

RECEIVED
STATE HWY ENGR
SEP 10 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

SUBJECT: Water Main Relocation
City of Keizer Water Department
Claxter Rd. N.E. - Portland Rd. N.E.
Section
FAU 1685 (Verda Lane & Hyacinth St.)
Marion County
PE Project No. IX-1685(3)

Here is a copy of an engineer's estimate of cost to adjust the City of Keizer's water facilities dated August 16, 1985, and a sketch showing their proposed relocation. The City intends to let a low bid contract for the relocation work. The City has been advised that State must concur in award.

A certification prepared by Jerry J. Miller as to the City of Keizer's rights in the land occupied by their facilities is in our files.

The conflict was originally anticipated. The City of Keizer was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the City of Keizer's facilities.

Form 734-3122

Your approval of the actual cost low bid contract agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of September 3, 1985 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $24,745.

JCM:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
Jerry Miller

10,100

Con 21-2

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

TO: F I L E S

DATE: September 6, 1985

FROM: E. S. Hunter
Acting State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
August 22, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened August 22, 1985 on the following projects:

1. Hubbard Road Extension
   Hubbard Road
   Clackamas County
   Earthwork and Drainage

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Gettings Creek Safety Rest Area
   Pacific Highway
   Lane County
   Sewer Construction and Plumbing

   Same as No. 1.

3. Claxter Road N.E.-Portland Road N.E.
   Verda Lane N.E. and Hyacinth Street N.E.
   Marion County
   Earthwork, Paving, Signals

   Pedestrian signals will be provided for pedestrian and bicycle traffic.

4. Pudding River Bridge
   119th Avenue
   Marion County
   Structures

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

81-125-1387

Contains Recycled Materials

5. Tryon Avenue N.E.-Division St. N.E.
   N. Liberty-Commercial Couplet
   Marion County
   Landscaping

   Same as No. 1.

6. Senecal Creek Bridge
   Hillsboro-Silverton Highway
   Marion County
   Structures

   4- to 8-foot shoulders to be provided for bicycle traffic.

7. Five New Traffic Signals
   Portland Central Business District
   Multnomah County
   Traffic Signals

   Pedestrian signals will be provided for pedestrian traffic.

8. Marquam Bridge-N. Tigard Interchange
   Pacific Highway
   Multnomah County
   Illumination

   Same as No. 1.

9. S.E. 242nd Avenue-S.E. 257th Avenue
   Stark Street
   Multnomah County
   Grading, Paving, Walks, Signals

   Sidewalks and pedestrian signals will be provided for pedestrian traffic.

10. Plum Creek (Bethel Road) Bridge
    Bethel Road
    Polk County
    Structures

    4-foot shoulders to be provided for bicycle traffic.

11. Tualatin Valley Highway at S.W. 185th Avenue
    Tualatin Valley Highway
    Washington County
    A.C. Paving and Oiling, Walks, Signals

    Sidewalks and pedestrian signals to be provided for pedestrian traffic.

ESH:BCE:ja

cc D. G. Talbot
   L. F. George
   Bob Pool

10,120

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 5, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: William H. Kappus, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

NOTED
E. S. HUNTER

SUBJECT: Federal Participation Eligibility Date
Water Facilities Relocation
City of Salem
Claxter Rd. N.E. - Portland Rd. N.E. Section
FAU 1685 (Verda Lane N.E. & Hyacinth St. N.E.)
Marion County
P.E. Project No. IX-1685(3)

Confirmation of your verbal authorization for the City of Salem to proceed with the relocation of their water facilities in conflict with this project as of September 4, 1985 is requested. An estimate of cost has been received from the City in the amount of $43,009. The estimate is presently being reviewed by the Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
September 4, 1985 is approved

William H. Kappus

William H. Kappus, Area Engineer

JMC:jr
cc: E. S. Hunter
Don Trout
Pete Gonzalez
William G. Anhorn
Cliff Lehman
Jerry Miller

RECEIVED
STATE HWY ENGR
SEP 10 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ass't | File

Form 734-3122

10120

September 4, 1985

CON 5

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

#10,120

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 10,120 for work on the Claxter Road N.E.-Portland Road N.E. Section of FAU 1685 (Verda Lane N.E. and Hyacinth Street N.E.) in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

sp Enclosure

cc: United Pacific Insurance Company
P. O. Box 5669
Portland, OR 97228

United Pacific Insurance Company
Bond Department
33405 Eighth Avenue South C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Cliff Lehman
Merle Anderson
L. E. George

MOCON CORPORATION

August 27, 1985

Mr. Robert Gormsen
Dept. of Transportation
Transportation Building
Salem, Oregon

Project: ~~Hubbard Road Extension~~ CLAXTER RD. N.E. - PORTLAND RD. N.E.
~~FAU 9739 (Hubbard Road)~~ FAU 1685
~~Clackamas County~~ MARION COUNTY

Re: DBE/MBE/WBE Participation

Dear Mr. Gormsen:

We will utilize the following subcontractors in fulfilling the contract goals for this project. The goals are $276,000 (15%) for MBE and $36,800 (2%) for WBE participation.

YOUNG MOUNTAIN CONTRACTORS, INC. (DBE)
2700 - 19th St., S.E.
Salem, Oregon 97302

10.	Trench Excavation	28,943.25
19-34	Pipe Items	263,224.50
35-36	Manhole Items	27,600.00
	TOTAL	319,767.75

GAYNETCO, INC. (WBE)
10416 N.E. Marx
Portland, Oregon 97220

62-72	Permanent Signs	25,848.00
	TOTAL	25,848.00

S & L LANDSCAPING (WBE)
P.O. Box 23702
Tigard, Oregon 97223

12	Topsoil	4,387.50
80-85	Seeding, Mulching & Irrigation items	49,553.00
	TOTAL	53,940.50

Please call if there are any questions. Thank you.

Sincerely,
MOCON CORPORATION
Wade H. Wakayama
Wade H. Wakayama

RECEIVED
AUG 27 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

P.O. BOX 3258 / SALEM, OREGON 97302 / TELEPHONE 503/399-1470

cc Thomas Jones

10,120

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

September 3, 1985

Oregon State Treasurer
ATTN: CHERYL GRIFFITH
Local Government Investment Pool
Room 159, State Capitol Building
Salem, Oregon 97310

RE: Verda Lane - Hyacinth St.
Claxter Road N.E. -
Portland Road N.E. Sec.
FAIX

Dear Ms. Griffith:

You have on file a "Limited Power of Attorney" authorizing the Oregon State Highway Division to withdraw funds from the Local Government Investment Pool (Account No. 4718) for Marion County's share of costs of the above-referenced project.

Funds in the amount of $35,000 for the subject project were transferred directly to the Local Government Investment Pool by the Marion County Treasurer on August 30, 1985.

Sincerely,

Robert J. Hansen
Director of Public Works

BDM:dc

cc: Highway Accounting
Gary Potter
Board of Commissioners
Ralph Grim
Earl Horton
Public Works

0903cgoshl.bdm

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
SEP 06 1985
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

10,120

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 3, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: William H. Kappus, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Main Relocation
City of Keizer Water Department
Claxter Rd. N.E. - Portland Rd. N.E.
Section
FAU 1685 (Verda Lane & Hyacinth St.)
Marion County
P.E. Project IX-1685(3)

Confirmation of your verbal authorization for the City of Keizer Water Department to proceed with the relocation of their water main facilities in conflict with this project as of September 3, 1985 is requested. An engineer's estimate of cost has been received from the Water Department in the amount of $24,745. The estimate is presently being reviewed by the Highway Accounting Section and upon receipt will be forwarded for your review and approval by separate letter. The Water Department plans to let the work to low bid contract. The work has already been advertised. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
September 3, 1985 is approved

William H. Kappus, Area Engineer

NOTED
E. S. HUNTER

JMC:jr
cc: E. S. Hunter
Don Trout
Pete Gonzalez
William G. Anhorn
Cliff Lehman
Jerry Miller

Form 734-3122

10,120

August 28, 1985

PRD

Ronald J. Merry
Director of Public Works
City Hall
555 Liberty Street
Salem, OR 97301

SUBJECT: Claxter Road-Portland Road,
Verda Lane & Hyacinth Street
IX-1685(5)

Dear Ron:

On August 22, 1985 the Highway Division received a satisfactory bid from MOCON Corporation, P.O. Box 3258, Salem, OR 97302 for the subject project.

In keeping with the terms of Construction-Finance Agreement No. 7698, the City is required to submit an advance deposit at this time. The City share and advance deposit is computed as follows:

Contractors Bid		$1,838,840.75
Anticipated Additional Items:		
Railroad Protective Costs	$ 65,000.00	
Other Railroad Costs	600,000.00	
Permanent Striping	17,000.00	
Temporary Striping	1,100.00	
Temporary Erosion Control	5,000.00	
State Furnished Prom & Program	2,800.00	
On-the-Job Trainees	300.00	
Signal Controller Testing & Turn-On	7,175.00	
Bikeway Striping & Legend	2,100.00	
Illumination	2,000.00	
2" Water Meter	300.00	
Water for Plant Establishment	200.00	
EEO Monitoring	9,310.00	
Keizer Water District	27,000.00	
Water System Adjustments (by City of Salem-Not included in computation)	48,000.00	735,785.00
SUBTOTAL		$2,570,625.75

8-30-85
L61P
$414,600
Power/ATT.
62
Cont. Awarded
8-30-85

Contingencies (4 1/2%)		116,038.18
Engineering (8%)		206,290.06
TOTAL CONST. COST		$2,900,953.96
Estimated Preliminary Engineering Cost		147,000.00
TOTAL FOR COMPUTING CITY SHARE		$3,047,953.96
TOTAL LOCAL MATCH:		
15% of $3,047,953.96	=	$ 457,193.09
CITY SHARE:		
92.5% of $457,193.09	=	$ 422,903.60
Less P.E. Deposit 9-28-82		(9,020.00)
CITY SHARE		$ 413,883.60
ROUNDED		$ 414,000.00

Please submit your $414,000 advance deposit, which should arrive no later than September 13, 1985, using one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

GEZ:pf
Attachment

bcc w/AD #85-97: Rick Sjolander, Region 2
V. E. Skoog-Please return completed AD #85-97 when deposit is received.

10,120

August 28, 1985

PRO

Robert J. Hansen
Director of Public Works
Marion County
300 Senator Building
220 High Street
Salem, OR 97301

SUBJECT: Claxter Road-Portland Road,
Verda Lane & Hyacinth Street
IX-1685(5)

Dear Bob:

On August 22, 1985 the Highway Division received a satisfactory bid from HOCOK Corporation, P.O. Box 3258, Salem, OR 97302 for the subject project.

In keeping with the terms of Construction-Finance Agreement No. 7698, the County is required to submit an advance deposit at this time. The County share and advance deposit is computed as follows:

Contractors Bid		$1,838,840.75
Anticipated Additional Items:		
Railroad Protective Costs	$ 65,000.00	
Other Railroad Costs	600,000.00	
Permanent Striping	17,000.00	
Temporary Striping	1,100.00	
Temporary Erosion Control	5,000.00	
State Furnished Prem & Program	2,800.00	
On-the-Job Trainees	800.00	
Signal Controller Testing & Turn-On	7,175.00	
Bikeway Striping & Legend	2,100.00	
Illumination	2,000.00	
2" Water Meter	300.00	
Water for Plant Establishment	200.00	
EEO Monitoring (0.5%)	9,310.00	
Keizer Water District	27,000.00	
Water System Adjustments (by City of Salem)	48,000.00	787,785.00
SUBTOTAL		$2,626,625.75

8-30-85
LGIP
$35,000

Contingencies (4 1/2%)		118,198.15
Engineering (6%)		210,130.06
TOTAL CONST. COST		$2,954,953.56
Estimated Preliminary Engineering Cost		147,000.00
TOTAL FOR COMPUTING COUNTY SHARE		$3,101,953.56
TOTAL LOCAL MATCH:		
15% of $3,101,953.56	=	$ 465,293.03
COUNTY SHARE:		
7.5% of $465,293.03	=	$ 34,896.98
ROUNDED		$ 35,000.00

Please submit your $35,000 advance deposit, which should arrive no later than September 13, 1985, using one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

GEZ:pf
Attachment

bcc w/AD 685-98: Rick Sjolander, Region 2
V. E. Skoog-Please return completed AD 685-98 when deposit is received.

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301
Public Works Department

August 12, 1985

Refer to: W.O. #770348

RECEIVED
STATE HWY ENGR
AUG 13 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Dear Interested Citizen:

SUBJECT: Verda Lane-Hyacinth Street-Claxter Road
Claxter Road to Portland Road Section

On July 8, 1983 the City of Salem sent you a letter about upcoming street revisions in the area of Verda Lane-Hyacinth Street and Claxter Road. Attached is a vicinity map of the project area.

The main traffic flow on Claxter Road is to be rerouted onto a new Verda Lane-Hyacinth Street connection. Other connecting streets will be constructed between Claxter Road and the new Verda Lane-Hyacinth Street connection at: 1) between the Burlington Northern and South Pacific railroads, and 2) at 25th Street. Claxter Road will be cul-de-saced at each side of the Salem Parkway and at each side of the Southern Pacific Railroad tracks. All of these changes are for the purpose of:

1. Reducing accidents at the Verda Lane-Claxter Road intersection, and

2. Reducing accidents at the Southern Pacific Railroad crossing, and

3. Improving traffic flow at the Hyacinth Street-Portland Road intersection.

The additional street right-of-way for the Verda Lane-Hyacinth Street project has been acquired.

The various utility companies (electricity, telephone, cable television, natural gas, water, sewer) will be relocating their facilities out of the way of the street construction in the near future. There will be some service interuptions, but every effort will be made to minimize these interuptions as much as possible.

Bids for the roadway construction contract are scheduled to be opened on August 22, 1985. The award of the contract will be in September of 1985. The contractor will have until November 30, 1986 to complete the construction work.

Traffic will remain on Claxter Road until the new Verda Lane-Hyacinth Street route, including the extensions of 22nd Street and 25th Street are ready for traffic. Then traffic will be shifted to the new street network and the cul-de-sacs will be constructed on Claxter Road and on the frontage road along Portland Road. There will be some inconvenience to motorists in the road construction area. We will attempt to minimize the inconveniences as much as possible.

The Verda Lane-Hyacinth Street project is a cooperative project involving several governmental agencies. The governmental agencies include the Federal Highway Administration, Oregon State Highway Division, Marion County, Mid-Willamette Valley Council of Governments, City of Keizer and City of Salem. The Oregon State Highway Division will be administering the construction contract.

If you need additional information regarding the Verda Lane-Hyacinth Street project, you may contact:

Ralph W. Lambert, Chief Design Engineer
City of Salem, at 588-6211

Cliff Lehman, Project Manager
Oregon State Highway Division, at 378-4405

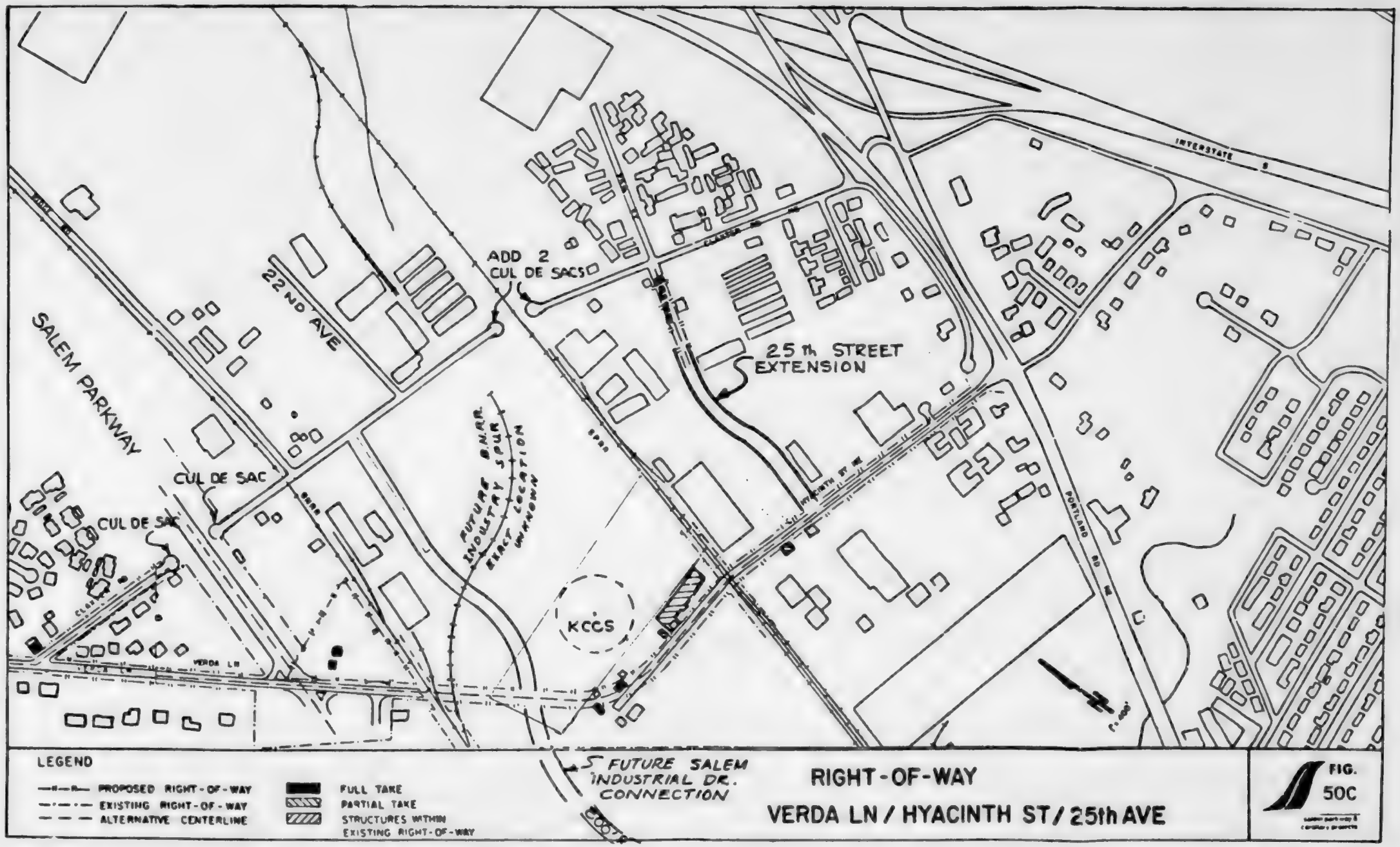
Sincerely,

Marlin D. Brinkley

Marlin D. Brinkley, P.E.
City Egnineer

RWL:dh
Attachments

cc: Roy Payne, City of Keizer City Manager
R.E. Abolt, City of Salem City Manager
Bob Hansen, Marion County Director of Public Works
Ronald J. Merry, Director of Public Works
Bill Anhorn, OSHD Region 2 Engineer
Cliff Lehman, OSHD Region 2 Project Manager
Ralph W. Lambert, Chief Design Engineer
Larry Glassock, Property Development Supervisor



REVISED: 9-23-82 RWL

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1685(5)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20065

2A. COUNTY NAME: Marion

6. TO:

Mr. E. S. Hunter
Acting State Highway Engineer
State of Oregon
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: July 31, 1985

8. FEDERAL ROUTE NUMBER: FAU 1685

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

Claxter Road N. E.-Portland Rd. N. E. Section

11. GENERAL DESCRIPTION OF WORK

Grade, drain, pave, traffic signals, illumination and landscape.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)*

Anticipated items as shown in your "PS&E" Estimate dated 7-25-85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 7-29-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,219,611; Federal Funds $1,886,667.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing striping, to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

RECEIVED
STATE HWY ENGR
AUG - 8 '85
REFER TO
Potter
FOR
Info | Invest | R/W | D/B | Sign | Act | File

Orig. w/ att. to 8/8

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/6/85	D. K. Hunter	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1685(5)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20065

2A. COUNTY NAME: Marion

6. TO:

Mr. E. S. Hunter
Acting State Highway Engineer
State of Oregon
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: 7-31-85

8. FEDERAL ROUTE NUMBER: FAU 1685

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

Claxter Road N. E. - Portland Rd. N. E. Section

11. GENERAL DESCRIPTION OF WORK

Install signals and gates

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 7-29-85 you are authorized to proceed with the work covered by the proposed Agreement with Southern Pacific at a total estimated cost of $276,000; Federal Funds $234,600.

The above authorization is contingent upon receipt of an approved copy of the Railroad Agreement by the Highway Division.

RECEIVED
STATE HWY ENGR
AUG - 8 '85
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. w/ att. to 8/9

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/6/85	G. K. Hansen	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1685(5)
2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20065

2A. COUNTY NAME: Marion

6. TO:

Mr. E. S. Hunter
Acting State Highway Engineer
State of Oregon
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
July 31, 1985	FAU 1685	City Street

10. GENERAL LOCATION:

Claxter Road N. E. - Portland Rd. N. E. Section

11. GENERAL DESCRIPTION OF WORK

Signals and gates

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON ~~AWARDED CONTRACT AND/OR~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potters's letter of 7-29-85 you are authorized to proceed with the work coverd by the Agreement with Burlington Northern (Oregon-Washington) Inc. at at total estimated cost of $211,300; Federal Funds $179,605.

The above participation is contingent upon receipt of an approved copy of the Railroad Agreemtnt by the Highway Division.

RECEIVED
STATE HWY ENGR
AUG - 8 '85
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig. w/ att. 8/8

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/6/85	D. K. Hansen	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,120 7-31-85

Section Claxter Rd. N.E. - Portland Rd. N.E. Programming Estimate $ 2,400,000

Highway FAU 1685 (Verda La. N.E. & Hyacinth St. N.E.) Project Length 0.93 mile

County Marion Completion Time All but landscaping 8-31-86 / All work 11-30-86

Kind of Work Grading, Paving, Signing, Illumination, signals & Landscaping Est. Comp. Date —

Prefix C 324-1999 Letting Date August 22, 1985 Project No. IX-16B5(5)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 1,863,203.30

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs	65,000.00	
Other Railroad Costs	600,000.00	
Permanent Signing		
Permanent Pavement Striping	17,000.00	
Temporary Pavement Striping	1,100.00	
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	5,000.00	
State Furnished PROM & Program	2,800.00	
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x 1,000 hrs.)	800.00	
State Responsibility for Damages		
Signal Controller Testing & Turn-on	7,175.00	
"OPTICOM" Testing (Included in above)	1	
Bikeway Signs		
Bikeway Striping & Legend	2,100.00	
Illumination (Mount 2 luminaires to PGE Poles)	2,000.00	
2" Water Meter	300.00	
Water for Plant Establishment	200.00	
EEO/Labor Compliance Monitoring (0.5%)	9,310.00	
Adjust Utilities:		
* City of Salem (Water)	* 48,000.00	
		$ * 760,785.00

Subtotal $ * 2,623,988.30

Contingencies (4-1/2%) . . . . * 118,079.47

Engineering (8) 9, 10%) . . . . * 209,919.06

Subtotal $

Credit for . . . . .

Estimated Net Authorization, Construction . . . . $ * 2,951,986.83

APPROVED * Rev. 7-30-85

a: Rick Sjolander 7/31/85 8:40 AB

Rec'd. 7-31-85 E

Richard D. Kuehne

Road Design Engineer

For D. A Christensen

Rev. 11/81

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: July 29, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
W. H. WAKERLIG

From: Gary A. Potter, Manager
Program Section

Subject: Project No. IX-1685(5)
Claxter Rd. N.E. - Portland Rd. N.E. Section
Verda Lane & Hyacinth Street
Marion County

Enclosed is one copy of a proposed agreement between the Southern Pacific Transportation Company and the City of Salem on the subject project. The estimated cost for work by the railroad is $276,000.

I further request authorization to proceed with work by the railroad concurrent with PS&E approval at an estimated total cost of $276,000 with federal funds of $234,600.

CPL:me
Encl.
cc: W. Anhorn
R. Trygstad
General Files

Form 734-3122

10,120

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

7-29-85

Highway # 724
Marion Co.

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX-1685(4) Prefix 224-2538

Project Name Claxter Rd. N.E. - Portland Rd. N.E.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☒ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon, this 29 day of July, 1985

City of Salem

Certified By:
Douglas L. Luth
Regional Right-of-Way Supervisor
Date 7-30-85

Sue Harris
Mayor

Jean Ley
City Recorder - Deputy

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/81

OVER

This certification does not include R/W File No. 53526 (Burlington Northern Railroad Company). A tentative agreement for the right-of-way for this parcel has been forwarded to the Oregon State Highway Division. The Oregon State Highway Utilities section shall certify right-of-way for this file.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: July 29, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project No. IX-1685(5)
Claxter Road N.E.-Portland Road N.E. Section
Verda Lane & Hyacinth Street
Marion County

Enclosed for your approval are two copies of a fully executed agreement between Burlington Northern Inc. and the City of Salem on the subject project.

I further request the following:

1) Authorization to proceed with work by Burlington Northern Inc. concurrent with PS&E approval at an estimated total cost of $211,300 with federal funds of $179,605.

2) The return of one copy of the agreement approved for our files.

CPL:bkb
Enc.
cc: W.G. Anhorn
R. Trygstad
General Files

Form 734-3122

10,120

CITY OF SALEM, OREGON
City Hall / 555 Liberty St.
Zip Code 97301
Public Works Department

July 18, 1985

Refer to: W.O. #770348

Richard Sjolander,
Region Federal Aid Specialist
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem, OR 97310

Dear Mr. Sjolander:

SUBJECT: Verda Lane-Hyacinth Street
Claxter Road to Portland Road Section
Plan Approval

This is in response to your letter dated June 21, 1985.

Enclosed are the following:

1. Grading, paving, signing, and landscaping plans approved by the City subject to approval comments.

2. List of plan approval comments.

3. Copy of Resolution 85-81 approving these plans.

Please provide us copies of the traffic signal and illumination plans for our approval.

Sincerely,

Marlin D. Brinkley, P.E.
City Engineer

RWL:dh
Attachments

cc: Robert Hansen, Marion County Director of Public Works
Ronald J. Merry, Director of Public Works
Ralph W. Lambert, Chief Design Engineer

CITY OF SALEM
APPROVAL COMMENTS
VERDA LANE - HYACINTH STREET PROJECT
CLAXTER ROAD TO PORTLAND ROAD SECTION

A preliminary copy dated June 21, 1985 of plans for the Verda Lane-Hyacinth Street project have been reviewed by the City of Salem.

The following comments reflect added details or apparent project changes which require consideration by the State Highway Division as a condition of City Council approval of the grading, paving, signing and landscaping plans:

1. A portion of this project is outside the City of Salem. Marion County and the City of Keizer will need to approve portions outside the City of Salem.

Co. Approved 7/10

Keizer not part of Agreement

2. Sheet 2K Permanent Signing:

   a. Add additional no-parking/bike lane signs:

      Claxter Road to Salem Parkway - Every 200 feet

      Salem Parkway to 25th Avenue - Every 400 feet

      25th Avenue to Portland Road - Every 200 feet

   b. Show Burlington Northern Railroad tracks.

   c. Add street name signs for 22nd Avenue and 25th Avenue at both Hyacinth Street and Claxter Road.

   d. Add dead end sign for Claxter Road at northeast corner of 25th Avenue and Claxter Road.

   e. Add bikeway entrance signs and post at cul-de-sac on Claxter Road west of the Salem Parkway.

3. Sheet 2K-3 Permanent Signing:

   a. Item 14 references note 8. No note 8 on sheet.

4. Sheet 6 Roadway Plans

   a. Driveway station 47+50 left. Widen to 40 feet wide.

   b. 1965 Hyacinth. Show removal of detached garage.

   c. 1965 Hyacinth. Show removal of house and detached garage.

   d. 2210 Hyacinth. Show removal of house.

5. Sheet 7 Roadway Plans

   a. Add 28 foot wide driveway between stations 13+90 and 14+18 right.

   b. 2490 Claxter Road. Show removal of house, garage, two sheds, barn/storage building, outhouse and pumphouse.

CITY OF SALEM, OREGON

BY: Ronald J Merry
Director of Public Works

DATE: 7/19/85

BY: Sue Harris
Mayor

Attest: Ramona Hudson
City Recorder

C E R T I F I C A T I O N

STATE OF OREGON)
COUNTY OF MARION) ss
CITY OF SALEM)

I, Ramona Hudson, hereby certify that I am the duly appointed, qualified and acting City Recorder of the City of Salem, Oregon; and, I FURTHER CERTIFY that the attached copy of

City of Salem Resolution No. 85-81

by the City Council on July 15, 1985 has been prepared by me, compared with the original and is a true and correct copy of said resolution.

WITNESS my Hand and the Seal of the City of Salem, Oregon, this 19th day of July, 1985.

Ramona Hudson
CITY RECORDER

RESOLUTION NO. 85 81

BE IT RESOLVED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

THAT approval is hereby given to the grading, paving, signing and landscaping plans for the Verda Lane-Hyacinth Street project.

ADOPTED by the Common Council this 15th day of July, 1985.

ATTEST:
Ramona Hudson
CITY RECORDER

10,120.0

Overall Length Of Project = 1.93 Mile

19V - 19

CLAXTER RD. N.E. - PORTLAND RD. N.E. SEC FAU 1685 (VERDA LN. N.E. & HYACINTH ST. N.E.) MARION COUNTY				SHEET No.
FED. ROAD D. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IX-1685(5)		See Index

GON

SPORTATION

DIVISION

ROJECT

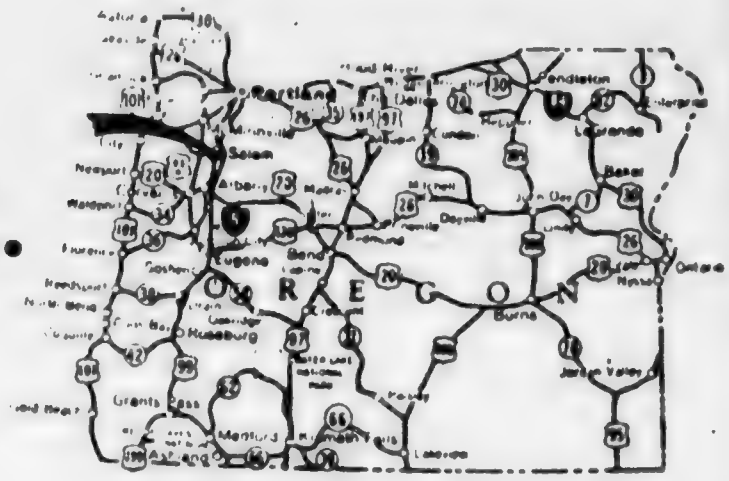
SIGNALS & LANDSCAPING

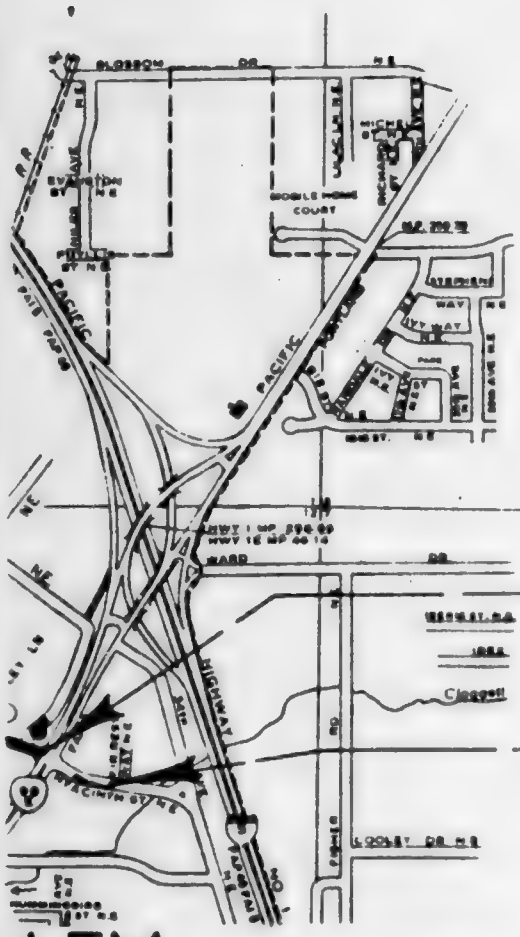
AND RD. N.E. SEC.

HYACINTH ST. N.E.)

TY

7-10-85





PRELIMINARY COPY
JUN 21 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

END OF PROJECT IX-1685(5)
STA. 56+25

END OF CONTRACT PROJECT
STA. 60+25

ALEM

APPROVED 7/10/85
DATE

COUNTY ENGINEER

H S Coulter — STATE HIGHWAY ENGINEER

E S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J Brix	VICE CHAIRMAN
Robert F Dwyer	COMMISSIONER
N B Giustina	COMMISSIONER
Samuel T Naito	COMMISSIONER
Fred D Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER — DATE

et

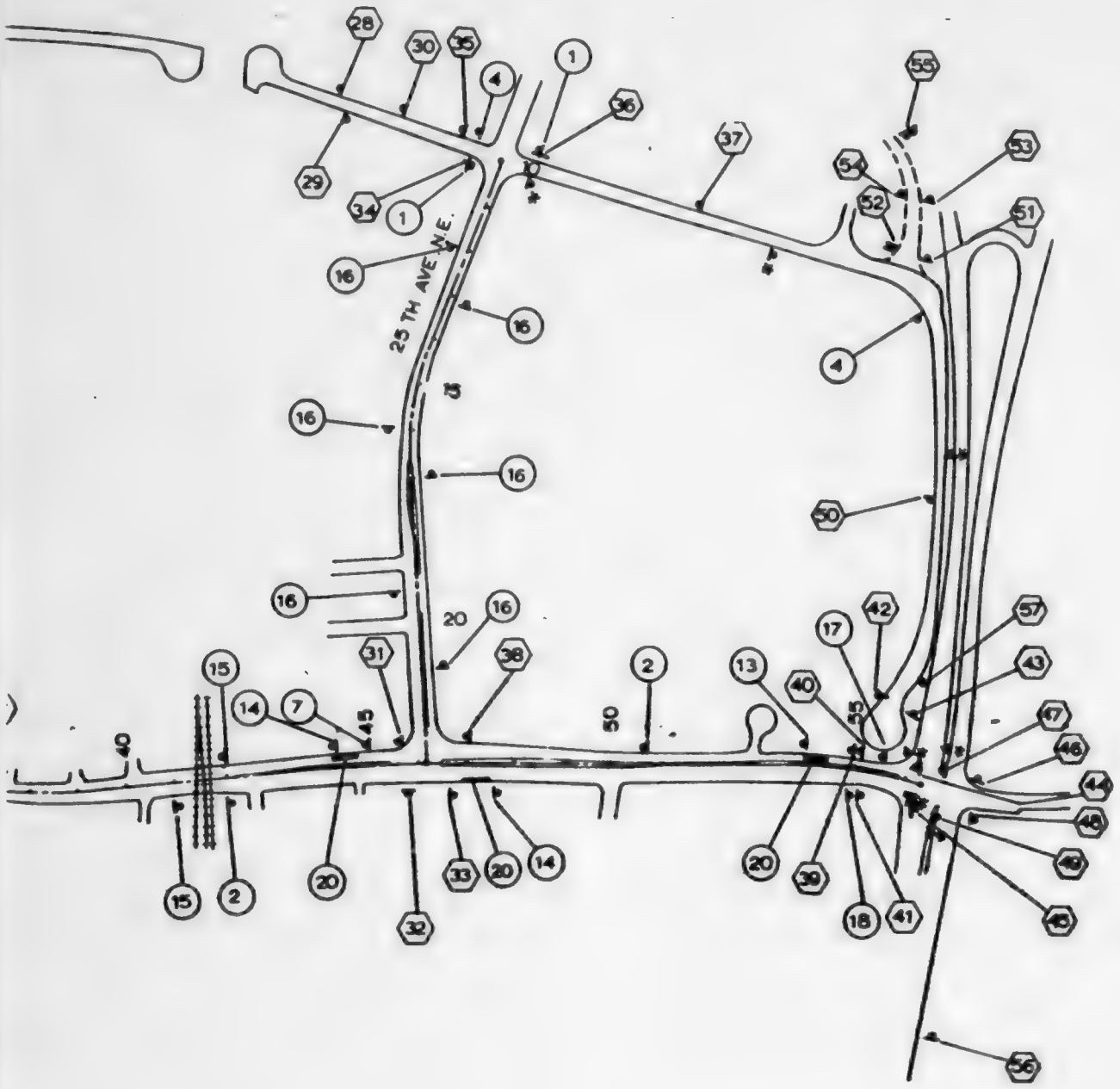
Accompanied By Drg. No's S-1, 3-2, 5-4, S-5, S-6, S-7, S-16, 2990, 2992, 30941 & 31104.

y To Remain In Place

CLAXTER RD. N.E. - PORTLAND RD. N.E. SEC. FAU 1685 (VERDA LN. N.E. & HYACINTH ST. N.E.) MARION COUNTY				SHEET No. 2K
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IX-1685(5)		See Index

PERMANENT SIGNING

SIGN PLANS & DETAILS



APPROVED 7/10/85
DATE

COUNTY ENGINEER

10,120

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

July 9, 1985

Richard Sjolander
Region Federal Aid Specialist
Oregon State Highway Division
205 East Salem Highway Bldg.
2960 State Street
Salem, Oregon 97310

RE: Preliminary Plans/Permanent Signing Plans
Claxter Rd. N.E. - Portland Rd. N.E.
File No. C3241999
324-1999

Dear Mr. Sjolander:

As requested by your letters of June 27 and 28, 1985, this office has reviewed plans for the above referenced project. Our comments are noted in red on the plans and described below:

Sheet 2H	"Road Construction Ahead" sign needed on Claxter Road east of the Parkway. Additional "Abrupt Edge" sign needed on Hyacinth Street.
Sheet 2H-2	"Road Construction Ahead" sign needed on Claxter Road west of the Parkway.
Sheet 2K	"Signal Ahead" signs suggested on Parkway north and south of Verda/Hyacinth.
Sheet 8, 8A & 8B	Hyacinth is incorrectly labeled as Verda Lane.

We question the need for "22nd/25th Avenue to Claxter Road" signs shown on sheets 2K, 2K-2 and 2K-3. While there may be some confusion as to how to get to Claxter Road immediately after project completion, Claxter Road is not such an important destination as to warrant this type of sign. If these signs are used, we suggest that they be installed as temporary signs to be removed within the first year after completion of the project.

The enclosed plans have been signed in the approval block as requested. Please call Dave Chamness at 588-5036, if you have any questions.

Sincerely,

Robert J. Hansen
Director of Public Works

DRC:dc

Attachment

cc: Byron Meadows

0708rsosh.drc

CC w/Plans: Rick Kuehn
Steve Wilson

10,130

CON 21-2
I-5
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: July 5, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Clackamas Rd. NE-
Portland Rd.
NE

From: ORIGINAL SIGNED BY
W. H. WAKEFIELD
for Gary A. Potter, Manager
Program Section

Subject: Salem's Use of Portland
Interstate Transfer Funds

Attached is the table we discussed showing the projects which will be using Portland's 177 funds and the amount to be used. Please consider this as an addendum to my letter of July 2, 1985.

GAP:LGB:jc

Attachment

cc: Fred Miller
H. S. Coulter
E. S. Hunter
R. N. Bothman
W. E. Schwartz
Bill Anhorn
Ed Hardt

RECEIVED
STATE HWY ENGR
JUL 5 '85
REFER TO
FOR
[illegible]

Form 734-3122

F

Project Name	Federal Funds APPN Code 177
12th Street-24th Street	$2,592,902.00
Claxter Road N.E.-Portland Road N.E.	2,400,000.00
North Liberty-Commercial	85,000.00
Total Proposed Use of Portland 177 Funds by Salem	$5,077,902.00

LGB:jc
7-3-85

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 2

2960 STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

RECEIVED
JUN 28 1965
ROAD DESIGN SECTION

RDE. FDE. LE SE FPC PDE LFE GTE
BPC FDS CAD Copy All. Return To. B/U----/----/----

June 24, 1985

In Reply Refer To
File No.: 324-1999

Marlin Brinkley
City Engineer
City Hall
555 Liberty Street
Salem, OR 97301

RECEIVED
JUN 25 1985
RR & UTILITY UNIT

RE: Claxter Road NE - Portland Road NE
Verda Lane NE and Hyacinth St. NE
Marion County

Attn: Ralph Lambert

I have been requested to clear the above project as far as federal aid monies for eligible utility relocations.

To date we have received estimates from Bonneville Power and Portland General Electric, which monies have been programmed.

The other utilities in this project are Viacom TV, Northwest Natural Gas, Bell Telephone and City of Salem water and sewer.

Are there any other reimbursible utility moves to be programmed? If so, I need this information immediately to meet the July 25 bid letting date.

According to our agreement, it is the obligation of the City of Salem to arrange for the adjustment of any utilities which may conflict with the proposed construction.

Sincerely,

Jerry Miller

Jerry Miller
Region 2 Utility Specialist

JM:jn

cc: Ronald Merry
Jack Cartwright
File

FEDERAL HIGHWAY ADMINISTRATION
RECEIVED
JUN 25 1985

734-1867 (3-84)

10,120

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: June 18, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 20065
Project No. IX-1685(5)
Claxter Rd. N.E.-Portland Rd. N.E. Section
City Street
Marion County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 25, 1985.

Clearinghouse reviews were previously forwarded.

DRH:me
Attachments
cc: W. G. Anhorn (Region 2)
Gary Zehner, w/attach.
General Files

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
JUN19 1985
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

Form 734-3122

Budget Bureau No. 41-R2067; Approval E

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

6/18/85

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTM — BUREAU

CARD 2 | REPORT NUMBER (18) (20) | PROJECT LOCATION (65 typewriter spaces) 21 66: City St., Verda Lane & Hyacinth St. N.E.

ADT | PRESENT: 8,000 | FUTURE: --- (68) (70) | YEAR: --- (71) (72)

REGION: 10 | STATE NAME: Oregon | STATE CODE: 41 (2)

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28: Gr., Dr., H-T Pave, T. Sig., Illum., RR Sig. & Gates & Ldsp. 62

NATL. FOREST (63) (65) | F/A ROUTE NO. (66) (69) | SUPV AGCY (80) | DA CLASSIF. (76) | DA AREA (77)

EMERG. YR. (72) (73) | PL. AUTH YR (74) (75)

PROJECT NUMBER: PREFIX LETTER(S): IX- (14) 23 | NUMBER: 1685 (7) | SEQ. NO.: (5)

CARD 4 | CLASS OF FEDERAL FUNDS: Interstate Transfer

COUNTY NAME: Marion | CODE: 047 (14) (16)

NAME OF URBAN AREA 17-31: Salem

ROUTE NO. U | FEDERAL-AID: 1685 UM | STATE: (32) City St. (36) (37) | U.S.: --- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS (City & County)	CH PR (P
1	(1648)	(10	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)			
5					PE								
5					ROW								
5					CONST (CODE) I000	(02)	"Claxter Rd. NE - Portland Rd. NE Section"	0.93	2,900,000	2,465,000	- - -	435,000	
							PROJECT TOTALS	0.93	2,900,000	2,465.000	- - -	435,000	

CARD 1 | CODE 1 | PREPARED BY: DRH:me

1 | 14 | PROGRAM APPROVAL DATES: 10-1-83, 10-1-84

(16) (23) (24) (33) REMARKS

Additional Data: Item 20065;
Project Nos: IX-168

Key No. 00490

-OVE

USCOMM

N NO.

. O.

FORM PR-1 (REV. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE – BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6/18/85

R	PROJECT LOCATION (45 typewriter spaces)		ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(20)	City St., Verda Lane & Hyacinth St. N.E. 21 55			8,000	- - - (68) (70)	--- (71) (72)	10	Oregon	41 (2) (3)	177 (4) (9) (14)	20065 (15)

PROPOSED WORK (35 typewriter	NATL. FOREST	FA ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST NO.	DESIG.
H-T Pave, T. Sig., RR Sig. & Gates & Ldsp. 62	(63) (69)	(66) (68)	(80)	(70)	(73)	(72) (73)	(74) (78)	IX- 14 23	1685 7 18	(5)	(24) (26)	27

RAL FUNDS: Interstate Transfer

AREA: Salem

COUNTY NAME: Marion — CODE: 047 (14) (16)

PROGRAM STAGE: ___ 1 OR ___ 2

ROUTE NO. U | FEDERAL-AID: 1685 UM (32) | STATE: City St. (36) (37) | U.S.: --- (41)

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS (City & County)	CHARACTER OF PROPOSED WORK (Full description)
42	43 46	53		(54) (58)	(60) (66)	(67) (76)			(3)
	PE								
	ROW								
	CONST (CODE) I000	(02)	"Claxter Rd. NE - Portland Rd. NE Section"	0.93	2,900,000	2,465,000	- - -	435,000	
			PROJECT TOTALS	0.93	2,900,000	2,465.000	- - -	435,000	

(16) (23) (24) (33)

PARED BY: DRH:me

GRAM APPROVAL DATES: 10-1-83; 10-1-84

REMARKS

Additional Data: Item 20065;
Project Nos: IX-1685(3) & (4)

-OVER-

90

USCOMM DUSCOMM-DC 48903-P61

Claxter Road N.E. - Portland Road N.E. Section

Remarks continued:

Project Data: Work under this project consists of 1) grade, drain and H-T pave to provide a curbed section having two 12-ft. travel lanes with left turn lanes as required, a 6-ft. bikeway and a 5-ft. sidewalk on each side; 2) install irrigation as specified on plans; 3) landscape as directed; 4) install traffic signal on Hyacinth at 25th Avenue with fire pre-emption system; 5) install cantilever flashing lights with gong signals and automatic short arm gates by railroad forces and Railroad Protective Services as required; 6) install illumination as directed; 7) adjust utilities as required; and 8) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State/County/City Agreement No. 7698 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 8/18/82.

Note: 1) This project is in Congressional District No. 5.
2) Included in Six Year Highway Improvement Program on page 119 and included in FY '85 Status Report.

10,120 6-18-85

Section Claxter Rd. N.E. - Portland Rd. N.E. Program Estimate $ 2,400,000

Highway FAU 1685 (Verde Ln. N.E. & Hyacinth St. N.E.) Project Length 0.93 mile

County Marion Completion Time All but landscaping 8-31-86 All work 11-30-86

Kind of Work Grading, Paving, Signing, Illumination, signals & Landscaping Est. Comp. Date —

Prefix 324-1999 Letting Date July 25, 1985 Project No. IX-16B5( )

Received 2155 6-14-85 CL

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 1,861,952.30

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs	65,000.00	
Other Railroad Costs	600,000.00	
Permanent Signing		
Permanent Pavement Striping	17,000.00	
Temporary Pavement Striping	1,100.00	
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	5,000.00	
State Furnished PROM & Program	2,800.00	
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing & Turn-on	7,175.00	
"OPTICOM" Testing - (Included in above)	1	
Bikeway Signs		
Bikeway Striping & Legend	2,100.00	
Illumination (Mount 2 luminaires & lamps on PGE Poles)	2,000.00	
2" Water Meter	300.00	
Water for Plant Establishment	200.00	
Adjust Utilities:		
		$ 702,675.00

Subtotal $ 2,564,627.30

Contingencies (4-1/2%) 115,408.23

Engineering (8) 9, 10% 205,170.18

Subtotal $

Credit for _____ . . . . . _____

Estimated Net Authorization, Construction . . . . . $ 2,885,205.71

APPROVED

Rec'd. 6-18-85 CL

_____
Road Design Engineer

Rev. 11/81

SUMMARY–BID SCHEDULE–COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION		COUNTY	SHEET OF
Claxter Rd. N.E. – Portland Rd. N.E.		Marion	1
KIND OF WORK	KEY NUMBER	LENGTH / DATE	NAME
G - P - Sign. - Illum. - Signal & Lend.		0.93 mile / 1-15-85	McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 6-13-35 88					
	THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 7-25-85					
	Mobilization		Lump Sum	All	Lump Sum	118,000.00
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	3,000.00
	Temporary Signs		Sq. Ft.	462	6.00	2772
	Temporary Barricades		Each	38	80.00	3040
	Temporary Plastic Safety Markers		Each	23	60.00	1380
	Flaggers		Hour	300	17.00	5100
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	Lump Sum	26,000
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	30,000
	General Excavation		Cu. Yd.	22,150	3.25	71,987.50
	Trench Excavation		Cu. Yd.	5,205	5	26,025.00
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	10,000
	Furnishing and Placing Topsoil		Cu. Yd.	650	10	6500
	Watering		M-Gal.	500	10	5000
	1'-0 Aggregate Base		Ton	2150	8.50	18275

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION		COUNTY	SHEET OF
Claxter Rd. N.E. - Portland Rd. N.E.		Marion	2
KIND OF WORK	**KEY NUMBER**	**LENGTH / DATE**	**NAME**
G-P- Sign. - Illum. - Signal & Land.		0.93 mile / 1-15-85	McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Cement Treated Base Mixture		Ton	27,000	9	243,000
	Portland Cement in CTB Mixture		Ton	1,485	85	126,225
	Class "C" Asphalt Concrete Mixture		Ton	10,000	~~18~~ 14	~~185,000~~ 140,000
	Asphalt Cement in Mixture (Tack)		Ton	600	193	115,800
	12-inch Culvert Pipe		Lin. Ft.	160	12	1920
	6-inch Storm Sewer Pipe		Lin. Ft.	40	12	480
	8-inch Storm Sewer Pipe		Lin. Ft.	125	10	1250
	12-inch Storm Sewer Pipe		Lin. Ft.	4,085	12	49020
	15-inch Storm Sewer Pipe		Lin. Ft.	575	16	9200
	18-inch Storm Sewer Pipe		Lin. Ft.	2,495	18	44910
	21-inch Storm Sewer Pipe		Lin. Ft.	255	24	6120
	27-inch Storm Sewer Pipe		Lin. Ft.	220	30	6600
	30-inch Storm Sewer Pipe		Lin. Ft.	1,060	35	37,100
	4-inch Sanitary Sewer Pipe		Lin. Ft.	85	50	4250
→	8-inch Steel Pipe		Lin. Ft.	73	70	5110
	6-inch PVC Pipe		Lin. Ft.	480	14	6720
	8-inch PVC Pipe		Lin. Ft.	~~604~~ 680	18	~~10872~~ 12,240
↳	Installing 8-inch Pipe Under R.R.		Lump Sum	All	Lump Sum	12,000
	Installing 18-inch Pipe Under R.R.		Lump Sum	All	Lump Sum	21,000
	Installing 30-inch Pipe Under R.R.		Lump Sum	All	Lump Sum	34,000

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION		COUNTY		SHEET OF
Claxter Rd. N.E. - Portland Rd. N.E.		Marion		3
KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
G-P-Sign.-Illum.-Signal & Land.		0.93 mile	1-15-85	McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Concrete Manholes		Each	~~1100~~ 18	1100	19,800
	Concrete Drop Manholes		Each	~~3000~~ 1	3000	3000
	Concrete Inlets, Type "CG-2"		Each	~~400~~ 64	400	25,600
	Concrete Inlets, Type "Special"		Each	~~600~~ 4	600	2,400
	Concrete Inlets, Type "G-2MA"		Each	~~450~~ 4	450	1800
	8-inch Drain Pipe		Lin.Ft.	~~7~~ 300	7	2100
	Gravel in Drains		Cu. Yd.	~~10~~ 53	10	530
	Guard Rail, Type "2A"		Lin.Ft.	~~15~~ 100	15	1500
	Rail End Pieces, Type "B"		Each	~~90~~ 4	90	360
	Type 2 Fence		Lin.Ft.	200	5	1000
	CL-4 Chain Link Fence		Lin.Ft.	~~9~~ 85	9	765
	CL-6 Chain Link Fence		Lin.Ft.	~~9~~ 630	9	5670
	Concrete Walks		Sq.Yd.	~~8000~~ 7250	10	~~73000~~ 72,500
	Concrete Driveways		Sq.Yd.	~~1000~~ 1050	14	~~14000~~ 14,700
	River Rock Pattern Concrete Surfacing		Sq.Yd.	~~35~~ 235	35	8225
	Concrete Curbs		Cu.Yd.	~~100~~ 570	~~4~~ 100	~~2280~~ 57,000
	Concrete Islands		Cu.Yd.	15	150	2250
	Extra for Asphalt Approaches		Each	~~200~~ 7	200	1400
	Wall Excavation		Cu.Yd.	16	12	192
	8-inch Concrete Block Walls		Sq.Ft.	~~1310~~ 1,310	10	13100
	Block Wall Footings		Sq.Ft.	~~6~~ 310	6	1860
	CL-6R Chain Link Fence, Modified		Lin.Ft.	375	~~10.50~~	~~3937.50~~
	24' x 72" Chain Link Double Gates, Modified		Each	1	~~250.00~~	~~500.00~~

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	COUNTY	SHEET OF
Claxter Rd. N.E. - Portland Rd. N.E.	Marion	4

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
G-P-Sign.-Illum.-Signal & Land.		0.93 mile	1-15-85	McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Geotextile Fabric in Drains		Sq.Yd.	300	1	300
	Adjusting Manholes		Each	20	150	3000
	Capping Inlets		Each	1	200	200
	Single Mailbox Supports ~~1,256.696.60~~		Each	30	100	3000
	SIGNING					
	Removal of Existing Sign Installations		LumpSum	All	LumpSum	1,350.00
	Wood Sign Posts		LumpSum	All	LumpSum	5,400.00
	Sign Support Footings		LumpSum	All	LumpSum	3,000.00
	Single Post Slip Base Sign Supports		LumpSum	All	LumpSum	2,400.00
	Breakaway Sign Posts		LumpSum	All	LumpSum	1,150.00
	Signal Pole Mounts		LumpSum	All	LumpSum	2,800.00
	Type "AA" Signs in Place		Sq.Ft.	336	17.00	5 712
	Type "C", "D" and "R" Signs in Place		Sq.Ft.	194	12.00	2328
	Type "EE", "EEE" and "T" Signs in Place		Sq.Ft.	113	14.00	1582
	Type "I" Signs in Place		Sq.Ft.	9	13.00	117
	Type "V" Signs in Place		Sq.Ft.	328	18.00	5904

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	COUNTY	SHEET OF
Claxter Rd. N.E. - Portland Rd. N.E.	Marion	5

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
G-P-Sign.-Illum.-Signal & Land.		0.93 mile	1-15-85	McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	ILLUMINATION					
	Pole Foundations		LumpSum	All	LumpSum	8,000.00
	Roadway Lighting Poles and Arms		LumpSum	All	LumpSum	12,000.00
	Luminaires, Lamps and Ballasts		LumpSum	All	LumpSum	7,200.00
	Switching, Conduit, Wiring, Etc. ~~85,800~~		LumpSum	All	LumpSum	27,000.00
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		LumpSum	All	LumpSum	165,800.00
	Fire Pre-emption System, Complete		LumpSum	All	LumpSum	11,600.00
	Model 170 Controller Equipment, Complete ~~216,100~~		LumpSum	All	LumpSum	39,300.00

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	COUNTY	SHEET OF
Claxter Rd. N.E. - Portland Rd. N.E.	Marion	6

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
G-P-Sign.-Illum.-Signal & Land.		0.93 mile	1-15-85	McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	LANDSCAPING					
	Seeding, Fertilizing and Mulching		Acre	1	1,000.00	1000
	Furnishing and Planting Trees		Each	60	35.00	2100
	Furnishing and Planting Shrubs		Each	594	10.00	5940
	Furnishing and Planting Groundcover		Each	34,162	0.65	22,205.30
	Bark Mulch		Unit	37	145.00	5,365.00
03	Irrigation System ~~63,545.30~~		Lump Sum	All	Lump Sum	26,935.00
	Well Abandonment		Each	2	1,500.00	3,000.00
						~~1,748,176.8~~

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

nig

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1685(3)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.:

5. ITEM NO.: 20065

2A. COUNTY NAME: Marion

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
4-12-85	FAU 1685	County Road

10. GENERAL LOCATION:

SALEM PARKWAY - PORTLAND ROAD SECTION

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated April 8, 1985 and contingent upon modification of Project Agreement if additional funds are required, you are authorized to proceed with the adjustment of BPA's aerial power transmission line on an actual cost basis estimated to be $11,000; Federal Funds $9,350.

The Agreement with Bonneville Power Administration is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

RECEIVED
STATE HWY ENG
APR 17 '85
REFER TO
Potter
FOR
DIR | DEP | ASST | R/D | D/R | ENG

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/15/85	D. K. Hansen	for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 8, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

NOTED
E.S. [illegible]

SUBJECT: Aerial Power Transmission Line Relocation
Bonneville Power Administration
Claxter Rd. N.E. - Portland Rd. N.E. Section
FAU 1685 (Verda Lane N.E. & Hyacinth St. N.E.)
Marion County
PE Project No. IX-1685(3)

RECEIVED
STATE HWY ENGR
APR 10 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Here is a copy of an estimate of cost to adjust Bonneville Power Administration's (BPA) aerial power transmission line facilities dated February 22, 1985, and a sketch showing their proposed relocation.

A certification prepared by Jerry J. Miller as to BPA's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. BPA was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of BPA's facilities.

Form 734-3122

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $11,000.

JCM:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
J. J. Miller

10/20

Con 21-2

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1685(3)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken
Division Administrator, FHWA OR Div
Salem, Oregon

4. PROGRAM NO.:

5. ITEM NO.: 20065

2A. COUNTY NAME: Marion

6. TO

Mr. H. S. Coulter
State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3-26-85

8. FEDERAL ROUTE NUMBER: FAU 1685

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

SALEM PARKWAY - PORTLAND ROAD SECTION

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated March 20, 1985 and contingent upon modification of Project Agreement if additional funds are required, you are authorized to proceed with the adjustments to Portland General Electric Company's aerial and buried power line relocation. Reimbursement is approved on an actual cost basis estimated to be $14,441; Federal Funds $12,275.

The Agreement with Portland General Electric is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

RECEIVED
STATE HWY ENGR
APR 2 '85
REFER TO
Potter
FOR

Orig to 4/3

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/2/85	G. K. Hoesmen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Con 21.2
3-5
-5p

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

March 20, 1985

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

NOTED
E. S.

FROM: ORIGINAL SIGNED BY
GARY A. POTTER
Gary A. Potter
Manager, Program Section

SUBJECT: Aerial and Buried Power Line Relocation
Portland General Electric Company
Claxter Road N.E. - Portland Road N.E.
Section
FAU 1685 (Verda Lane N.E. & Hyacinth St. N.E.)
Marion County
P.E. Project No. IX-1685(3)

Here is a copy of an estimate of cost to adjust Portland General Electric's (PGE) power line facilities dated January 18, 1985, and a sketch showing their proposed relocation.

A certification prepared by Jerry Miller as to PGE's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. PGE was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of PGE's facilities.

RECEIVED
STATE HWY ENGR
MAR 21 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $14,441.

JCM:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
Jerry Miller

10,120

rll

Con 21-2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1. FEDERAL-AID PROJECT NO.
IX-1685(3)

LETTER OF APPROVAL AND/OR AUTHORIZATION

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
20065

2A. COUNTY NAME
Marion

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
3/11/85	FAU 1685	County Road

10. GENERAL LOCATION:
Salem Parkway - Portland Road Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* — Program Change See Below

13. REMARKS

As requested by Mr. Potter's letter of 3/4/85 the program change adding "Utility Adjustments" to the character of proposed work at a TEC of $35,000; Federal Funds $29,750 is approved contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
MAR 19 '85
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig 3/19

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/18/85	[signature]	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 21-2
3.5
-Sp

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: March 4, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. IX-1685(3)
Salem Parkway-Portland Rd. Section
Verda Lane & Hyacinth St.
Marion County

I request your approval of a program change to include in the character of proposed work "Utility Adjustments" at an estimated total cost of $35,000 with federal funds of $29,750. The enclosed copy of Mr. Cartwright's memo of February 28, 1985 indicates the utilities involved.

Authorization to proceed with actual adjustments of utility facilities will be requested under separate action.

CPL:bkb
Enc.
cc: J. Cartwright
G. Zehner
J. Peterson
General Files

Form 734-3122

10,125

LON 21-2
3 5
51

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 5

TO: Specifications Engineer

DATE: 3, 5, '85
Revised Copy

FROM: Design Supervisor K. Dayton

SUBJECT: Footpath and Bicycle Trail Quantities for:
Claxter Rd. N.E. - Portland Rd. N.E.
FAU 1685 (Verda Ln. N.E. & Hyacinth St. N.E.
Marion Co.

The following items are chargeable to footpaths and bicycle trails on the above-named project:

ITEM	UNIT	QUANTITY
Clearing & Grubbing		15 %o
General Excavation	Cu.Yd.	3,600
Trench Excavation	Cu.yd.	60
Class 'B' Asphalt Concrete	Ton	625
Asphalt In Mixture	Ton	37
Cement Treated Base	Ton	1,715
Cement In CTB	Ton	94
8" Sewer Pipe	Lin. ft.	12
12" Sewer Pipe	Lin. ft.	132
8" PVC Pipe	Lin ft.	48
Concrete Walks	Sq.yd.	4,300
Width	4' 4'	
Length	4,800' 4,800'	

cc: Bikeway Engr., Location Section
Federal Aid Group, Program Section
Contract Payments Group, Construction Section
Final Project Coord., Road Design Section

RECEIVED
ROAD DESIGN SECTION

25-1367

10,120 — 2-28-85

Section Claxter Rd. N.E. - Portland Rd. N.E. Engr. Estimate $ 4,400,000

Highway FAU 1685 (Verda La. N.E. & Hyacinth St. N.E.) Project Length 0.93 mile

County Marion Completion Time 200 C.D.

Kind of Work Grading, Paving, Signing, Illumination, signals & Landscaping Est. Comp. Date 12-28-85

Prefix 324-1999 Letting Date May 23, 1985 Project No. IX-1685( )

Received 9:55 1 28 85

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 1,815,334.30

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs	65,000.00	
Other Railroad Costs	600,000.00	
Permanent Signing		
Permanent Pavement Striping	17,000.00	
Temporary Pavement Striping	1,100.00	
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished PROM & Program	2,800.00	
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing & Turn-on	7,175.00	
"OPTICOM" Testing → (included in above)	1	
Bikeway Signs		
Bikeway Striping & Legend	2,100.00	
Illumination (Mount 2 luminaires & lamps on PGE Poles)	2,000.00	
2" Water Meter	300.00	
Water for Plant Establishment	200.00	
Adjust Utilities:		
		$ 697,675.00

Subtotal $ 2,513,009.30

Contingencies (4-1/2%) 113,085.42

Engineering (8) 9, 10%) 201,040.74

Subtotal $

Credit for _____ . . . . _____

Estimated Net Authorization, Construction . . . . $ 2,827,135.46

APPROVED cc: Rick Sjolander

Rec'd. 2-28-85

_____
Road Design Engineer

3-19-85
City & Co. Approval
Estimate & have match
Funds says Sjolander

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	COUNTY	SHEET OF
Claxter Rd. N.E. – Portland Rd. N.E.	Marion	1

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
G-P-Sign. - Illum. - Signal & Lond.		0.93 mile	1-15-85	McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 1-24-85 BB THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 4-18-85					
	Mobilization		LumpSum	All	LumpSum	118,000[5]
	Temporary Protection and Direction of Traffic		LumpSum	All	LumpSum	3,000.00
	Temporary Signs		Sq. Ft.	462	6.00	2772
	Temporary Barricades		Each	38	80.00	3040
	Temporary Plastic Safety Markers		Each	23	60.00	1380
	Flaggers		Hour	300	17.00	5100
	ROADWORK					
	Clearing and Grubbing		LumpSum	All	LumpSum	26,000
	Removal of Structures and Obstructions		LumpSum	All	LumpSum	30,000
	General Excavation		Cu. Yd.	22,150	3.25	71,987.50
	Trench Excavation		Cu. Yd.	5,205	5	26,025.00
	Finishing Roadbed and Slopes		LumpSum	All	LumpSum	10,000
	Furnishing and Placing Topsoil		Cu. Yd.	650	10	6500
	Watering		M-Gal.	500	10	5000
	1"-0 Aggregate Base		Ton	2,150	8.50	18275

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION		COUNTY	SHEET OF
Claxter Rd. N.E. – Portland Rd. N.E.		Marion	2
KIND OF WORK	**KEY NUMBER**	**LENGTH / DATE**	**NAME**
G-P- Sign. - Illum. - Signal & Land.		0.93 mile / 1-15-85	McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Cement Treated Base Mixture		Ton	27,000	9	243,000
	Portland Cement in CTB Mixture		Ton	1,485	85	126,225
	Class "B" Asphalt Concrete Mixture		Ton	10,000	14	140,000
	Asphalt Cement in Mixture		Ton	600	193	115,800
	12-inch Culvert Pipe		Lin. Ft.	160	12	1920
	6-inch Storm Sewer Pipe		Lin. Ft.	40	12	480
	8-inch Storm Sewer Pipe		Lin. Ft.	125	10	1250
	12-inch Storm Sewer Pipe		Lin. Ft.	4,085	12	49020
	15-inch Storm Sewer Pipe		Lin. Ft.	575	16	9200
	18-inch Storm Sewer Pipe		Lin. Ft.	2,495	18	44910
	21-inch Storm Sewer Pipe		Lin. Ft.	255	24	6120
	27-inch Storm Sewer Pipe		Lin. Ft.	220	30	6600
	30-inch Storm Sewer Pipe		Lin. Ft.	1,060	35	37,100
	4-inch Sanitary Sewer Pipe		Lin. Ft.	85	50	4250
→	8-inch Steel Pipe		Lin. Ft.	73	70	5110
	6-inch PVC Pipe		Lin. Ft.	480	14	6720
	8-inch PVC Pipe		Lin. Ft.	604	18	10872
↳	Installing 8-inch Pipe Under R.R.		Lump Sum	All	Lump Sum	12,000
	Installing 18-inch Pipe Under R.R.		Lump Sum	All	Lump Sum	21,000
	Installing 30-inch Pipe Under R.R.		Lump Sum	All	Lump Sum	34,000

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	COUNTY	SHEET OF
Claxter Rd. N.E. - Portland Rd. N.E.	Marion	3

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
G-P-Sign.-Illum.-Signal & Land.		0.93 mile	1-15-85	McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Concrete Manholes		Each	~~1100~~ 18	1100	19,800
	Concrete Drop Manholes		Each	~~3000~~ 1	3000	3000
	Concrete Inlets, Type "CG-2"		Each	~~408~~ 64	400	25,600
	Concrete Inlets, Type "Special"		Each	~~600~~ 4	600	2,400
	Concrete Inlets, Type "G-2MA"		Each	~~450~~ 4	450	1800
	8-inch Drain Pipe		Lin.Ft.	7 300	7	2100
	Gravel in Drains		Cu. Yd.	~~10~~ 53	10	530
	Guard Rail, Type "2A"		Lin.Ft.	~~15~~ 100	15	1500
	Rail End Pieces, Type "B"		Each	~~90~~ 4	90	360
	Type 2 Fence		Lin.Ft.	200	5	1000
	CL-4 Chain Link Fence		Lin.Ft.	~~9~~ 85	9	765
	CL-6 Chain Link Fence		Lin.Ft.	9 630	9	5670
	Concrete Walks		Sq.Yd.	~~10~~ 7,300	10	73000
	Concrete Driveways		Sq.Yd.	~~14~~ 1,000	14	14000
	River Rock Pattern Concrete Surfacing		Sq.Yd.	~~35~~ 235	35	8225
	Concrete Curbs		Cu.Yd.	570	~~100~~ ~~4~~	~~57000~~ ~~2280~~
	Concrete Islands		Cu.Yd.	15	150	2250
	Extra for Asphalt Approaches		Each	~~200~~ 7	200	1400
	Wall Excavation		Cu.Yd.	16	12	192
	8-inch Concrete Block Walls		Sq.Ft.	~~10~~ 1,310	10	13100
	Block Wall Footings		Sq.Ft.	~~6~~ 310	6	1860
	CL-6R Chain Link Fence, Modified		Lin.Ft.	375	$10.50	$3,937.50
	24' X 72" Chain Link Double Gates, Modified		Each	2	$250.00	$500.00

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	COUNTY	SHEET OF
Claxter Rd. N.E. - Portland Rd. N.E.	Marion	4

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
G-P-Sign.-Illum.-Signal & Land.		0.93 mile	1-15-85	McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Geotextile Fabric in Drains		Sq.Yd.	300	1	300
	Adjusting Manholes		Each	20	150	3000
	Capping Inlets		Each	1	200	200
	Single Mailbox Supports		Each	30	100	3000
	~~1,256,696.60~~					
	SIGNING					
	Removal of Existing Sign Installations		LumpSum	All	LumpSum	1,350.00
	Wood Sign Posts		LumpSum	All	LumpSum	5,400.00
	Sign Support Footings		LumpSum	All	LumpSum	3,000.00
	Single Post Slip Base Sign Supports		LumpSum	All	LumpSum	2,400.00
	Breakaway Sign Posts		LumpSum	All	LumpSum	1,150.00
	Signal Pole Mounts		LumpSum	All	LumpSum	2,800.00
	Type "AA" Signs in Place		Sq.Ft.	336	17.00	5 712
	Type "C", "D" and "R" Signs in Place		Sq.Ft.	194	12.00	2328
	Type "EE", "EEE" and "T" Signs in Place		Sq.Ft.	113	14.00	1582
	Type "I" Signs in Place		Sq.Ft.	9	13.00	117
	Type "U" Signs in Place		Sq.Ft.	328	18.00	5904

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	COUNTY	SHEET OF
Claxter Rd. N.E. - Portland Rd. N.E.	Marion	5

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
G-P-Sign.-Illum.-Signal & Land.		0.93 mile	1-15-85	McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	ILLUMINATION					
	Pole Foundations		LumpSum	All	LumpSum	8,000.00
	Roadway Lighting Poles and Arms		LumpSum	All	LumpSum	12,000.00
	Luminaires, Lamps and Ballasts		LumpSum	All	LumpSum	7,200.00
	Switching, Conduit, Wiring, Etc. ~~8,500~~		LumpSum	All	LumpSum	27,000.00
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		LumpSum	All	LumpSum	165,800.00
	Fire Pre-emption System, Complete		LumpSum	All	LumpSum	11,600.00
	Model 170 Controller Equipment, Complete ~~216,700~~		LumpSum	All	LumpSum	39,300.00

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	COUNTY	SHEET OF
Claxter Rd. N.E. - Portland Rd. N.E.	Marion	6

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
G-P-Sign.-Illum.-Signal & Land.		0.93 mile	1-15-85	McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	LANDSCAPING					
	Seeding, Fertilizing and Mulching		Acre	1	1,000.00	1000
	Furnishing and Planting Trees		Each	60	35.00	2100
	Furnishing and Planting Shrubs		Each	594	10.00	5940
	Furnishing and Planting Groundcover		Each	34,162	0.65	22,205.30
	Bark Mulch		Unit	37	145.00	5,365.00
~~03~~	Irrigation System ~~63,545.30~~		Lump Sum	All	Lump Sum	26,935.00
	Well Abandonment		Each	2	1,500.00	3,000.00
						~~1,748,176.80~~

734-1736 (REV 2-84)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

February 12, 1985

IN REPLY REFER TO

HRW-OR/

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

NOTED
E. S. HUNTER

Dear Mr. Coulter:

Oregon Project IX-1685(4)
Claxter Road N. E. - Portland Road N. E.
(Files 53347 and 53348 - Ref: Mr. Henry's Ltr dtd 2/6/85)

Pursuant to Mr. Henry's request, you are authorized to utilize permits-of-entry to obtain possession of the subject files, subject to the following conditions:

> Federal participation in any interest costs on payments to the owners is limited in accordance with the provisions of paragraph 5j(4) of FHPM 7-1-3; and based on the premise that City of Salem will expeditiously proceed with those actions necessary to obtain full legal possession of the subject files.

Sincerely yours,

John D Wilken

for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
FEB 13 '85
REFER TO
Hunter
FOR

cc:
OSHD (J. B. Boyd, R/W)

10,120

CITY OF SALEM, OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

February 5, 1985

REGION 2 OFFICE
RECEIVED
FEB 07 1985
RLO..... RQS.....
RE..... RCE..... RME..... ROM.....
RTS..... RLS..... RPC..... RFS.....
RUS..... RG..... RSR..... .....

Mr. W. G. Anhorn, Region Engineer
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem, OR 97310

RE: VERDA LANE-HYACINTH STREET W.O. 770348
CLAXTER ROAD TO PORTLAND ROAD SECTION
S.P.R.R. CROSSING EASEMENT AGREEMENT.

Dear Mr. Anhorn:

Attached is a copy of the crossing easement agreement wherein Southern Pacific grants the City a crossing of their right-of-way for Hyacinth Street. The agreement also authorizes railroad crossing signals, gate arms, rail rehabilitation and rubber pad crossing material installation. The Salem City Council approved this agreement by adoption of resolution 85-6 on January 25, 1985.

On December 28, 1984, Ralph Lambert of my staff discussed this agreement with Roger Trygstad, OSHD Railroad and Utilities Engineer. It was Mr. Trygstad's recommendation to obtain City Council approval of the agreement, then forward a copy of the agreement to the State for federal aid fund programming approval, prior to returning the agreement to Southern Pacific. Therefor; we hereby request programming of federal aid interstate transfer project funds for this railroad crossing work. Please provide us a copy of the funding authorization document.

Sincerely,

Marlin D Brinkley
Marlin D. Brinkley, P.E.
City Engineer

MDB:RWL:sb
Attachment

cc: Robert Hansen, Marion County Director of Public Works
Rosalind A. Daniels, Assistant Director of Public Works
Ralph Lambert, Chief Design Engineer
Frank Murphy, Community Development Real Estate

2-12-85 - Sent copy to Cliff Lehman He will prepare force Order.
RTS

C E R T I F I C A T I O N

STATE OF OREGON)
COUNTY OF MARION) ss
CITY OF SALEM)

I, Ramona Hudson, hereby certify that I am the duly appointed, qualified and acting City Recorder of the City of Salem, Oregon; and, I FURTHER CERTIFY that the attached copy of

City of Salem Resolution No. 85-6 was APPROVED

by the City Council on January 21, 1985 has been prepared by me, compared with the original and is a true and correct copy of said resolution

WITNESS my Hand and the Séal of the City of Salem, Oregon, this 4th day of February, 1985.

Ramona J Hudson
CITY RECORDER

RESOLUTION NO. 85 6

BE IT RESOLVED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

THAT the "Street or Highway Easement" agreement between Souhtern Pacific Transportation Company and the City of Salem relative to the Hyacinth Street Crossing C-721.80 as per the staff report dated January 21, 1985, is hereby approved, and the Mayor and Recorder are authorized to sign said agreement on behalf of the City of Salem.

ADOPTED by the Common Council this 21st day of January, 1985.

ATTEST:

Ramona Hudson

CITY RECORDER

RELMIS: C-721.79-X(N)

APPROVED AS TO FORM BY GENERAL COUNSEL
MARCH 15, 1973

C.S.7362

STREET OR HIGHWAY EASEMENT

This Indenture, made this day of , 19 , by and between SOUTHERN PACIFIC TRANSPORTATION COMPANY, a Delaware corporation, herein called "Railroad", and CITY OF SALEM, a municipal corporation of the State of Oregon, address:

herein called "Grantee":

Witnesseth:

1. That Railroad hereby grants to Grantee the right to construct, reconstruct, maintain and use a street or highway, hereinafter termed "highway", upon and across the real property described on the attached Exhibit "A".

2. The rights herein granted are expressly limited vertically and shall not extend beyond a plane parallel with and twenty (20) feet above the roadway surface of the highway as originally constructed, except that lighting fixtures and similar highway appurtenances may extend above said plane, provided that any such facilities will be removed or rearranged within thirty (30) days after notification from Railroad that such facilities interfere with Railroad's intended use of the space above said plane.

3. This grant is subject and subordinate to the prior right of Railroad, its successors and assigns, to use all the property described in the performance of its duty as a common carrier, and there is reserved unto Railroad, its successors and assigns, the right to construct, reconstruct, maintain, use and remove existing and future transportation, communication, power and pipeline facilities in, upon, over, under, across or along said property. In the event Railroad trackage facilities are removed from said property, Railroad shall not be obligated to make any change in the grade of said highway, nor shall such removal affect Railroad's title to the underlying property.

This grant is subject to all licenses, leases, easements, restrictions, conditions, covenants, encumbrances, liens and claims of title which may affect said property, and the word "grant" shall not be construed as a covenant against the existence thereof.

4. The rights herein granted shall lapse and become void if the construction or reconstruction of said highway is not commenced within two (2) years from the date first herein written.

5. This grant shall not be construed as conveying or otherwise vesting in Grantee the right to install or to authorize the installation of any ditches, pipes, drains, sewer or underground structures, or the facilities of any telegraph, telephone or electric power lines in, upon, over, under, across or along said property, except as necessary for maintenance of said highway.

6. Grantee shall obtain any necessary governmental authority to construct, reconstruct, maintain and use said highway. Any contractor performing work on the property herein described shall execute Railroad's standard form of contractor's agreement prior to commencing any work on Railroad's premises.

7. Except as herein otherwise provided, Grantee shall bear the entire expense of constructing, reconstructing and maintaining said highway. The crossing of said highway over any tracks of Railroad shall be constructed and maintained at the grade of said tracks now or hereafter existing. After the construction or reconstruction of said highway has been completed, Railroad shall maintain the surface of that portion of said highway between lines two (2) feet outside the rails of each track located thereon. Should Railroad abandon tracks leading to said highway, Railroad may abandon its rails, ties and appurtenant materials and leave same in place. In such event, Railroad shall not be liable for maintenance of the portion of said highway specified above.

8. As part consideration herefor, Grantee agrees to pay Railroad an amount equal to all assessments levied by any lawful body against the property of Railroad to defray any part of the expense incurred in connection with the construction or reconstruction of said highway commenced within two (2) years from the date first herein written.

9. Should Grantee at any time abandon the use of said property or any part thereof, or fail to use the same for said purpose for a continuous period of one (1) year, the rights granted shall cease to the extent of the use so abandoned or discontinued, and Railroad shall at once have the right, in addition to but not in qualification of the rights hereinabove reserved, to resume exclusive possession of said property or the part thereof the use of which is so discontinued or abandoned. Upon termination of the rights hereby granted, Grantee agrees to remove said highway, including the paving, from said property of Railroad, to restore said property as nearly as practicable to the same state and condition in which it existed prior to construction of said highway, and to bear the expense thereof. Should Grantee in such event fail, neglect or refuse to so remove said highway and restore said property, such removal and restoration may be performed by Railroad at the expense of Grantee, which expense Grantee agrees to pay to Railroad upon demand.

10. This indenture shall inure to the benefit of and be binding upon the successors and assigns of the parties hereto.

11. Sections 12 to 16, inclusive, on the attached insert, are hereby made parts of this indenture.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed in duplicate as of the day and year first herein written.

STREET OR HIGHWAY EASEMENT

This Indenture, made this day of , 19 , by and between SOUTHERN PACIFIC TRANSPORTATION COMPANY, a Delaware corporation, herein called "Railroad", and CITY OF SALEM, a municipal corporation of the State of Oregon, address:

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This grant is subject to all licenses, leases, easements, restrictions, conditions, covenants, encumbrances, liens and claims of title which may affect said property, and the word "grant" shall not be construed as a covenant against the existence thereof.

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10. This indenture shall inure to the benefit of and be binding upon the successors and assigns of the parties hereto.

11. Sections 12 to 16, inclusive, on the attached insert, are hereby made parts of this indenture.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed in duplicate as of the day and year first herein written.

SOUTHERN PACIFIC TRANSPORTATION COMPANY,

By_____
(Title)

Attest:_____
Assistant Secretary

CITY OF SALEM,

By Sue Stevens
Mayor

By Ramona Hudson
Clerk

Approved as to form - [illegible]

I N S E R T

Hyacinth Street Crossing C-721.80
City of Salem

12. Railroad shall furnish the necessary labor, materials, tools and equipment and shall perform the following work:

(a) install two (2) flashing light grade crossing signals augmented with automatic gate arms with additional light units mounted on cantilever arms, together with necessary actuating and operating circuits and adequate instrument housing, hereinafter collectively referred to as "signals," at said highway. Said signals shall be located approximately as shown on the print of Railroad's Drawing A-6318 dated September 19, 1983, attached and made a part hereof. Installation of and all materials for said signals shall be in accordance with Railroad's usual standards and in conformance with the Oregon Public Utility Commissioner's Standards Nos. 2B and 4 of Order No. 44783. Such installation shall include removal of existing crossing signs;

(b) remove existing paving;

(c) prepare track, including renewal of rail and installation of subgrade stabilization; and

(d) install a rubber pad crossing throughout the existing and widened portions of the crossing area.

Grantee agrees to reimburse Railroad for one hundred percent (100% of the cost and expense incurred by Railroad in furnishing materials and performing the work specified in this Section 12.

13. Following execution of this instrument, Railroad will order the delivery of all materials required to perform the work contemplated herein and shall submit to Grantee a bill for eighty percent (80%) of Grantee's share of the estimated cost of materials to be furnished by Railroad. As soon as the crossing signals and/or the crossing surface have been placed in operation, Railroad shall submit to Grantee bills for eighty percent (80%) of Grantee's share of the estimated cost of applicable labor furnished by Railroad. Following completion of audit, Railroad shall submit to Grantee a final bill for the actual total cost of the work performed by Railroad, less the progress payments made by Grantee hereunder. Grantee shall pay all of such bills promptly.

In the event progress payments made by Grantee exceed the audited total final cost, the difference shall be promptly refunded to Grantee by Railroad.

14. The work to be performed by Railroad hereunder shall be commenced as soon as labor and materials are available, following execution of this instrument, and shall be completed within one (1) year thereafter.

15. Upon the opening of said highway, the existing crossing at Claxter Road, Crossing C-722.0, will be closed and all costs for such closing shall be borne by Grantee.

16. The parties intend that the promises and obligations of this indenture shall constitute covenants running with the land so as to bind and benefit their respective successors and assigns.

*

*

*

*

EXHIBIT "A"

That certain parcel of land situated in the County of Marion, State of Oregon, being a portion of Section 12, Township 7 South, Range 3 West, Willamette Meridian, described as follows:

Beginning at an angle point in the land of Southern Pacific Transportation Company that is the northwest corner of land described in deed dated March 10, 1964 from Capitol Concrete Block to Southern Pacific Company, recorded March 11, 1964 in Book 583 of Deeds, Page 481, Records of Marion County, said point being distant 30.0 feet easterly, measured at right angles, from the original located center line of Southern Pacific Transportation Company's main track (Salem-Portland) at Engineer's Station 1506+56.83; thence along said easterly line and also the northerly line of land described in last said deed South 71°26'00" East 15.01 feet and South 16°35'00" West being parallel with and distant 45.0 feet easterly, measured at right angles, from said center line, and also the easterly line of last said deed, 70.65 feet; thence leaving said easterly line South 88°08'54" West 79.05 feet; thence North 73°25'00" West 59.99 feet to a point in the westerly line of said Company's land; thence along said westerly line as follows: North 16°35'00" East being parallel with and distant 90.0 feet westerly, measured at right angles, from said center line of main track 13.45 feet, South 83°55'00" East 61.01 feet and North 16°35'00" East being parallel with and distant 30.00 feet easterly, measured at right angles, from

said center line of main track 105.43 feet; thence leaving said westerly line North 88°08'56" East 63.24 feet to a point in said easterly line of said Transportation Company's land; thence South 16°35'00" West along last said easterly line, being parallel with and distant 30.0 feet easterly, measured at right angles, from said center line of main track, 53.83 feet to the point of beginning, containing an area of 0.231 of an acre, more or less.

GMO ☐☐☐☐ MO. YR ☐☐☐

DETAIL OF ESTIMATE

SHEET 1 OF 3 SHEETS

FORM SO No:
File: E911414/321-2
Date: 5/9/84
Xing № C-721.80 Divn. Orea

Labish INSTALL XING WARNING SYSTEM AT Hyacinth Street

EIN	WORK FUNCTION DESCRIPTION	UNIT	QUANTITY	LABOR	MATERIAL	OTHER	TOTAL
	RETIREMENT VD						
	LEDGER VALUE						
	CONTINGENCIES						
	DR ACCRUED DEPRN						
	DR OPERATING						
	CR R&E						
	SIGNAL WORK TO BE PERFORMED						
	FL LT SIG.	EA					1
	CROSSING GATE	EA	2		8100		1
	CANT FL LT SIG	EA	2		12600		1
	PAIR EXTRA LT UNITS	EA					1
	STOP SIGN	EA	2		100		1
	MOTION SENSOR & EQUIPMENT	EA					2
	CONSTANT WARNING CONTROL DEV	EA	3		21055		2
	SURGE SUPPRESSORS	LT	1		1000		2
	TRACK CIRCUIT LESS RELAY	EA					2
	OVERLAY TRACK CIRCUIT	EA					2
	DC CONVERTER	EA	2		1200		2
	SS WIRE SWITCH LESS RELAY	EA					2
	SET OF OPERATING BAT	EA	1		2125		1
	RELAY HOUSING	EA	1		2840		1
	RELAYS VARIOUS	LT	1		4735		2

C.E. 37166-29

	CABLE DROP	EA	1		500		1
	UG CABLE	LT	1				2
	LINE MTL	LT	1				2
	CONDUIT & FITTINGS	LT	1		1800		1
	WIRE TERMINALS ETC	LT	1		2600		2
	MISC SIGNAL MTL	LT	1		1910		1
	LABOR TO INSTALL			10,500			3
	TRAVEL EXPENSE			1,600			4
201	INSTALL XING WARNING SYSTEM			12100	60565		3
202	PERSONAL EXPENSE					500	1
203	WIRE RELAY HOUSING	EA	1	2000	250		32
204	ELECTRICAL WORK	LT	1	250	1050	605	31
	INSULATED JOINTS	EA					1
	INSULATED PLATES & RODS- SET	EA					1
	LABOR TO INSTALL JTS & PLTS						
	REPLACE INS JTS	EA					31
	RELOCATE INS JTS	EA					31
229	REMOVE RETIRED MTL	LT	1	600			3
	REARRANGE CIRCUITS	LT	1				32
	REARRANGE POLE LINE	LT	1				31
	REARRANGE TRACK CIRCUITS	EA					32
205	COMMUNICATION WORK	LT	1	700	450		31

C.E. 37166-30

GMO ☐☐☐☐☐ MO. YR. ☐☐☐☐

SHEET 2 OF 3 SHEETS

Date: 5/9/84

Labish INSTALL XING WARNING SYSTEM AT Hyacinth Street Xing Nº C-721.80 Divn. Oregon

EIN	WORK FUNCTION DESCRIPTION	UNIT	QUANTITY	LABOR	MATERIAL	OTHER		TOTAL
	SUB TOTAL			16200	62,315	1105		
206	EQUIPMENT RENTAL					5685	7	NC-2275
207	FREIGHT					4360	6	
220	PRELIMINARY ENGINEERING			2500			3	
221	MTL HANDLING CHARGE					3115	6	
222	VACATION ALLOWANCE					1855	5	
223	HOLIDAY PAY					965	5	
224	HEALTH & WELFARE					2120	5	
225	RET & UNEMP TAX					3800	5	
226	PD PL & WC INS					1205	5	
227	ACCT & BILLING					2730	5	
228	CONTINGENCIES			1870	6230	2695	8	
				29570	68,545	29,635		118750
	DR SUNDRIES (CASH CR 2505)							
	SALVAGE							
	Xing Warning Material	LT	1		6400			
229	CR. SUNDRIES 75%				<4800>			<4800>
230	CR. ACCRD. DEPRN. 25%				<1600>			<1600>
231	DR. MOH (CASH $4,800)				6400			6400
	RETIREMENT							
	LV of retired facilities per VD88001/0126					2000		
	LV of retired facilities per VD88000/0420					8425		
	Contingencies					520		
900	CR. R & E					<10945>		<10945>
901	DR. ACCRD. DEPRN.					10945		10945
	SALVAGE							
	SH 132# Rail 576 LF	NT	12.67		1095			
	SH 113# Rail 288 LF	NT	5.42		470			
	SH OTM	LT	1		760			
301	CR. SUNDRIES				<2325>			<2325>
302	DR. MOH (CASH)				2325			2325

GMO ☐☐☐☐ MO. YR ☐☐☐☐

SHEET 3 OF 3 SHEETS

FORM 30 N° _____

File: E 911414/321-2

Stations: Labish Subject: Improve Hyacinth St. Xing C-721.80 Date: 10-3-84 Dwn Orc.

EIN	WORK FUNCTION DESCRIPTION	UNIT	QUANTITY	LABOR	MATERIAL	OTHER	TOTAL
	WORK TO BE PERFORMED						
303	Remove Paving & Dispose (10cy)	SF	540	885			
304	Remove Trackage	TF	432	790			
305	Excavate Ballast & Base (359cy)	TF	294	2865			
306	Install Subbase (6")	CY	78	310	860		
307	Install Engr. Fabric (98'/Trk.)	LF	294	165	880		
308	Install Drain Pipe (116'/Trk.)	LF	588	300	1850		
309	Install Cement Treated Base (12")	CY	156	625	5615		
310	Ballast	NT	262		1100		
311	Cross Ties	Ea	201		4560		
312	Comp. Joints	Pr	4		900		
313	Construct SH 136# CWR & Trim	TF	432	4275	3510		NC 2335
314	Resurface Trackage	TF	120	120	25		
315	Install Rubber Xing (Goodyear)	TF	234	5460	64820		
316	Install AC Paving	NT	31			2790	
317	Remove Xing Surface (Claxter Rd.)	SF	300	495			
318	Reballast & Resurf. (Claxter Rd.)	TF	60	60	15		
319	Engineer Inspector	DY	20	2690		120	
320	Vehicle & Mileage	DY	20			1310	
321	Traffic Control			2855		1500	
322	Travel Time			3285			
323	Preliminary Engineering			2200			
324	Equipment Rental					9585	NC 3835
325	Freight					12620	NC 6730
326	Use Tax					5050	
327	Store Expense					2705	
328	Supplemental Annuities					500	
329	Vacation Allowance					2715	
330	Holiday Pay					1410	
331	Health & Welfare					3110	
332	RR Ret & Unemp Tax					5905	
333	Contingencies			2740	8415	4930	
				30120	92550	54250	176920
	DR. SUNDRIES ($14,190 CASH CR.)						

A-6318
C-721.79-X
N.C.R/W

721.79

SALEM 3.59 mi. | LABISH 0.41 mi.

1500+65 B.B.E.S.
41+43.86 Hwy E.S.

TOE OF SLOPE
41.01', S. 88°58'E.

40+37.46 P.T.

N. 16°36' E., 13.45'

N. 78° 25' W., 59.99'

105.43', N. 16° 35' E.

63.24', N. 88°08'56"E.

S. 88°08'54" W., 79.05'

90'

45'

— TO SAN FRANCISCO

3 2 1 1510 9 8

TO PORTLAND →

4 3 2

53.83', S. 16° 56' W.

POINT OF BEGINNING

15.01', S. 71°26' E.

S. 16° 35' W., 70.65'

RETIRE EXISTING 20' CROSSING @ E.S. 1506+43.8 AND O.P.U.C. STD. 12's. RELOCATE CROSSING 21' SOUTH OF EXISTING CROSSING - CITY TO CONSTRUCT 4-12' LANES, 1-2' MEDIAN, 2-6' BIKELANES & 2-5' SIDEWALKS. INSTALL 2-O.P.U.C. STD. NO. 2B's & 4's. SHIFT ONE COMM. POLE.

P.S. 45+24.95

10' 62' 4'

45' 45'

SEC. 12, T. 7S, R. 3W, W.B.&M.

Southern Pacific
Transportation Company
Office of Division Engineer
Union Station, Portland, Oregon, 97209

MAIN LINE
LABISH
RELOCATE HYACINTH STREET
CITY OF SALEM

SCALE 1" = 100'	OREGON DIVISION
DRAWN BY SKG CHECKED BY	VAL. SEC. 17 SHEET S-21
ROUTE NO. C MP 721.79	DRAWING NO. A-6318
DATE SEPT. 19, 1980	SHEET NO.
REVISED TO	FILE DRAWER

LEGEND
- RED SHOWS NEW WORK
- YELLOW SHOWS SHIFT OR RETIRE
- SHOWS PROPOSED EASEMENT AREA (10,041 ± SQ. FT.)
- SHOWS EXISTING EASEMENT AREA (3605 ± SQ. FT.)
- SHOWS S.P.T. CO. PROPERTY LINE

PRINTED ON DIEPO NO. 1000H CLEARPRINT 9-78

A-6318
C-721.79-X
N.C.R/W

721.79

SALEM 3.59 MI. | LABISH 0.41 MI.

150+65 P.R.E.S.
41+43.88 Hwy E.S.

TOE OF SLOPE
61.01', S. 83° 56' E.

40+37.46 P.T.

N. 16° 36' E., 18.45'

N. 75° 25' W., 59.99'

105.43', N. 16° 36' E.

63.24', N. 88° 08' 56" E.

S. 88° 08' 54" W., 79.05'

90'

45'

TO PORTLAND →

53.83', S. 16° 36' W.

POINT OF BEGINNING

16.01', S. 71° 24' E.

S. 16° 35' W., 70.65'

RETIRE EXISTING 20' CROSSING @ E.S. 1506+43.8 AND O.P.U.C. STD. 12's. RELOCATE CROSSING 21' SOUTH OF EXISTING CROSSING - CITY TO CONSTRUCT 4-12' LANES, 1-2' MEDIAN, 2-6' BIKELANES & 2-5' SIDEWALKS. INSTALL 2-O.P.U.C. STD. NO. 2B's & 4's. SHIFT ONE COMM. POLE.

P.S. 43+24.95

19' 62' 14'
45' 45'

SEC. 12, T. 7S, R. 3W, W.B. & M.

Southern Pacific
Transportation Company
Office of Division Engineer
Union Station, Portland, Oregon, 97209

MAIN LINE
LABISH
RELOCATE HYACINTH STREET
CITY OF SALEM

SCALE 1" = 100'	OREGON DIVISION
DRAWN BY SKG CHECKED BY	VAL. SEC. 17 SHEET S-21
ROUTE NO. C M.P. 721.79	DRAWING NO. A-6318
DATE SEPT. 19, 1983	SHEET NO.
REVISED TO	FILE DRAWER

SHOWS NEW WORK
SHOWS SHIFT OR RETIRE
PROPOSED EASEMENT AREA (10,041 ± SQ. FT.)
EXISTING EASEMENT AREA (3605 ± SQ. FT.)
S.P.T. CO. PROPERTY LINE

LEARPRINT 9-78

1 N 2 . 2
3 . 2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

December 11, 1984

IN REPLY REFER TO

HRW-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Coulter:

Oregon Project IX-1685(4)
Claxter Road NE. - Portland Road NE.
Right-of-Way Files 53330 and 53526
(Mr. Henry's Letter, December 10, 1984, ROW 12)

Pursuant to Mr. Henry's request, you are authorized to use permits of entry to obtain possession of the subject files, subject to the following conditions:

Federal participation in any interest costs on payments to the owners is limited in accordance with the provisions of Paragraph 5j(4) of FHPM 7-1-3; and

Condemnation proceedings to acquire File 53330 should not be delayed if it appears the property cannot be acquired by negotiations at a reasonable amount and/or within a reasonable amount of time.

Sincerely yours,

for John D Wichman
Dale E. Wilken
Division Administrator

cc:
OSHD (Mr Boyd, R/W Sec)

NOTED
E. S. HUNTER
cc Reg II
12/20

RECEIVED
STATE HWY ENGR
DEC 12 '84
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ROW 12

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

December 10, 1984

In Reply Refer to
File No

TO: John Wichman, Division Right-of-Way Officer
Federal Highway Administration

FROM: Rod Henry
Assistant Right of Way Manager

NOTED
E. S. HUNTER

SUBJECT: File 53330 - Oregon Trunk Railroad &
File 53526 - Burlington Northern Railroad

The City of Salem has requested authorization to take possession of these parcels under a permit of entry. The City has been negotiating with the Railroad since July and has reached a tentative agreement. However, due to the low priority given to these transactions by the Railroad, it appears that they will not complete the transaction prior to PS&E.

In order to ensure possession of these parcels prior to contract letting, it is recommended that the City be allowed to use a permit of entry to obtain possession.

May we have your concurrence in this process.

RH:jh
attach.

cc: Fred Miller
H. S. Coulter
E. S. Hunter
Gary Potter
Vern Skoog
Doug Luth

RECEIVED
STATE HWY ENGR
DEC 10 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

CON 2T-2
I-305
Npc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

October 19, 1984
IN REPLY REFER TO
HFO.2-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IX-1685(3)
Claxter Road NE - Portland Road NE Section
Verda Lane & Hyacinth Street NE
Railroad Crossings

I concur in Mr. G. Potter's October 3, 1984 proposal that rubberized railroad crossings of the Burlington Northern (2-tracks) and Southern Pacific tracks (3-tracks) be installed as an eligible Federal participating expense on the construction phase of work on the subject project. A smooth crossing surface is especially desirable considering the number of tracks crossed, the ADT, and bicycle lanes.

Sincerely yours,

D. K. Hosmer
for Dale E. Wilken
Division Administrator

cc:
OSHD (G Potter)

CC Hart Hunter 10-24-84

RECEIVED
STATE HWY ENGR
OCT 23 '84
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

10,120

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: October 3, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration
ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Railroad Crossings
Item No. 20065
Project No. IX-1685(3)
Salem Parkway-Portland Road Section
Verda Lane & Hyacinth Streets N.E.
Marion County

I request your concurrence that installation of rubberized railroad crossings of the Burlington Northern and Southern Pacific tracks are an eligible Federal participating expense on the construction phase of work for the subject project. It is estimated that the cost of the rubberized crossings will be in the $200-250,000 range.

This request is based on the attached copy of an August 16, 1984 letter from the City Engineer of Salem.

JLG:bkb
Attachment
cc: Roger Trygstad
D.O. Christensen, Region 2
Gary Zehner

Form 734-3122

CITY
OF SALEM
OREGON
City Hall / 555 Liberty St
Zip Code 97301

Public Works Department

August 16, 1984

REGION 2 OFFICE
RECEIVED
AUG 10 1984
RLO ..... RQS .....
RE ..... RCE ..... RME ..... RCM .....
RTS ..... RLS ..... RPC ..... RFS .....
RUS ..... RG ..... RSR .....

Mr. Duane Christensen, Region Engineer
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem, Oregon 97310

RE: VERDA LANE-HYACINTH STREET W.O. 770348
CLAXTER ROAD TO PORTLAND ROAD SECTION
RAILROAD CROSSING MATERIALS

Dear Mr. Christensen:

The Verda Lane-Hyacinth Street project includes crossings of both the Burlington Northern and Southern Pacific mainline and spur tracks. The Burlington Northern tracks carry two freight trains and one switching movement per day at approximately 15 mph. The Southern Pacific tracks carry 10-12 freight trains, two switching movements and six passenger trains per day. Train speeds on the Southern Pacific tracks vary from 10 mph for switching movements to 45 mph for freight and passenger trains. The maximum allowable train speed on the Southern Pacific tracks is 70 mph. The Verda Lane-Hyacinth Street route will carry approximately 9,000-10,000 A.D.T. of vehicular traffic at 35 mph. The Verda Lane-Hyacinth Street route also includes on-street bike lanes as part of the project.

Typically railroad highway crossings are surfaced with either asphalt concrete or timber, neither of which hold up very long until maintenance is needed to restore a smooth crossing surface. A smooth crossing surface is especially critical for bicycle travel lanes.

The North Liberty Street-Commercial Street couplet project from Pine Street to Division Street includes two crossings of the same Burlington Northern mainline tracks. By letter dated February 1, 1984, from Roger Trygstad, OSHD Railroad and Utilities Engineer, rubberized crossings were approved for installation as a federal aid participating project expense.

The City of Salem hereby requests that rubber railroad crossings such as those manufactured by Goodyear Tire and Rubber Company be incorporated into the Verda

Lane-Hyacinth Street crossings of the Burlington Northern and Southern Pacific Railroad tracks. We are sending copies of this letter to both railroad companies for their information and comment, since the crossing surface between lines drawn two feet outside of the rails is the maintenance responsibility of the railroads.

Sincerely,

Marlin D. Brinkley, P. E.
City Engineer

MDB:RWL:sb

cc: J. K. Young, Region Engineer, Southern Pacific Transportation Co.
D. A. Bell, Burlington Northern Railroad Company
Robert Hansen, Marion County Director of Public Works
Ronald J. Merry, Director of Public Works
Rosalind A. Daniels, Assistant Director of Public Works
Ralph Lambert, Chief Design Engineer

3 SPTC
2 BN

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: August 10, 1984

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: SXF 1296
SXF 1297
SXF 1327

PUC CROSSING NO. 3E-67.6
DOT CROSSING NO. 67 203 S
(Claxter Road)

PUC CROSSING NO. 3E-67.8
(Verda Lane) (NEW)

PUC CROSSING NO. C-721.79
(Hyacinth Street) (RELOCATED)

PUC CROSSING NO. C-721.8
DOT CROSSING NO. 759 646 R
(Hyacinth Street) (EXISTING)

PUC CROSSING NO. C-722.0
DOT CROSSING NO. 759 645 J
(Claxter Road) (CLOSE)

In the Matter of the Application of CITY OF SALEM for the authority, pursuant to ORS 763.020, to construct a grade crossing of Verda Lane and Burlington Northern (Oregon-Washington) Inc., Oregon Electric Branch, in Salem (Bush), Marion County, Oregon. (SXF 1296)

In the Matter of the Application of CITY OF SALEM for the authority, pursuant to ORS 763.030, to alter a grade crossing of Hyacinth Street and Southern Pacific Transportation Company, Main Line, in Salem (Labish), Marion County, Oregon. (SXF 1297)

In the Matter of the Investigation on the Commissioner's own Motion, pursuant to ORS 763.030, into the need for safety improvements at the railroad-highway grade crossing of Claxter Road NE and the tracks and right-of-way of Southern Pacific Transportation Company, Main Line, in Salem (Labish), Marion County, Oregon. (SXF 1327)

NOTED
H. S. COULTER

Attached is a copy of Order No. 84-607 issued by the Public Utility Commissioner on August 6, 1984, relative to the above subject matter.

RDT/nv
Attachment
cc: Richard Arnold, FHWA -w/att.
E. S. Hunter - w/att.
C. O. Fredrickson - w/att.
R. L. Schroeder - w/att.
D. O. Christensen - Please give copy to Project Manager
J. L. Gunter - w/att.
J. L. Sollis - w/att.

RECEIVED
STATE HWY ENGR
AUG 13 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1307

Contains Recycled Materials

ORDER NO. 84-607

ENTERED AUGUST 06 1984

PUC CROSSING NO. 3E-67.6
DOT CROSSING NO. 67 203 S
(Claxter Road)

PUC CROSSING NO. 3E-67.8
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BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1296
SXF 1297
SXF 1327

In the Matter of the Application of CITY OF SALEM for the authority, pursuant to ORS 763.020, to construct a grade crossing of Verda Lane and Burlington Northern (Oregon-Washington) Inc., Oregon Electric Branch, in Salem (Bush), Marion County, Oregon. (SXF 1296)

In the Matter of the Application of CITY OF SALEM for the authority, pursuant to ORS 763.030, to alter a grade crossing of Hyacinth Street and Southern Pacific Transportation Company, Main Line, in Salem (Labish), Marion County, Oregon. (SXF 1297)

AMENDING ORDER

RECEIVED
AUG 10 1984
RR & UTILITY UNIT

ORDER NO. 84-607

In the Matter of the Investigation on the Commissioner's own Motion, pursuant to ORS 763.030, into the need for safety improvements at the railroad-highway grade crossing of Claxter Road NE and the tracks and right-of-way of Southern Pacific Transportation Company, Main Line, in Salem (Labish), Marion County, Oregon. (SXF 1327)

On March 3, 1983, the Commissioner entered Order No. 83-130 in the above dockets. It granted applicant authority to: (1) construct a railroad-highway grade crossing of Verda Lane (Docket SXF 1296) and the existing tracks and right-of-way of Burlington Northern (Oregon-Washington) Inc., Oregon Electric Branch, in Salem (Bush), Marion County, Oregon; (2) alter and relocate the existing grade crossing of Hyacinth Street (Docket SXF 1297) with the tracks and right-of-way of Southern Pacific Transportation Company, Main Line, in Salem (Labish); and (3) close the existing grade crossing of Claxter Road NE (Docket SXF 1327) and the tracks and right-of-way of Southern Pacific Transportation Company, Main Line, in Salem (Labish), concurrently with the opening of the Verda Lane-Hyacinth Street grade crossings.

On March 15, 1983, the Commissioner entered Order No. 83-143, in Docket R 84, and on August 22, 1983, entered Supplemental Order No. 83-551, revising Divisions 42, 43, and 47 of the Commissioner's Rules and Regulations relating to railroad-highway crossings. OAR 860-43-065 states:

> Authority to construct or alter a crossing expires two years from the effective date of the order granting such authority unless the authorized construction or alteration is commenced within that period or within such additional period as may have been provided by order of the Commissioner. Unless otherwise specified therein, authority granted by orders entered by the Commissioner prior to (the effective date of these rules) shall expire on January 1, 1985, unless the authorized crossing construction or alteration is substantially underway before that date, or unless an extension is granted by the Commissioner.

Order No. 83-130, entered March 3, 1983, is silent as to the length of time allowed for the commencement of construction of the Verda Lane grade crossing and alteration of the Hyacinth Street grade crossing. Therefore, without further action, the authority provided in Order No. 83-130 will expire on January 1, 1985.

By letter dated June 20, 1984, applicant requested an extension of time authorized to commence construction of the Verda Lane and Hyacinth Street projects. Right-of-way acquisition is presently expected to be completed in December 1984, with construction to begin as soon thereafter as possible. It is doubtful that construction on these projects will commence prior to January 1, 1985.

Copies of applicant's letter requesting amendment of Order No. 83-130 and a proposed amending order in these matters were served upon all parties in interest on July 17, 1984. The parties were given 15 days to respond. No objection by any party has been made to the requested amendment or proposed amending order.

Accordingly, the Commissioner finds that the deadline for initiating construction and alteration of the Verda and Hyacinth crossings and closure of the Claxter Road crossing should be extended as provided below.

IT IS THEREFORE ORDERED that the authority to construct and alter the grade crossings of Verda Lane and Hyacinth Street, respectively, granted by Order No. 83-130, is effective until January 1, 1986. Construction or alteration must be substantially in progress by that date. If this condition is not met, then the authority expires on that date. As provided by Order No. 83-130, closure of the Claxter Road crossing will be effected upon opening of the Verda and Hyacinth crossings for traffic.

IT IS FURTHER ORDERED that all provisions in Order No. 83-130, to the extent they are not in conflict with the provisions of this order, shall remain in effect.

Made, entered, and effective August 6, 1984.

Gene Maudlin

GENE MAUDLIN
Public Utility Commissioner

alm/1015o

Con 19.4

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: March 8, 1983

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: SXF 1296
1297
1327
Crossing No. 3E-67.6 (Claxter Road) - SXF 1296
3E-67.8 (Verda Lane) (NEW)
C-721.79 (Hyacinth Street) (RELOCATED)
SXF 1297 - C-721.8 (Hyacinth Street) (EXISTING)
SXF 1327 - C-722.0 (Claxter Road) (CLOSE)

NOTED
H.S. COULTER

Attached is a copy of Order No. 83-130 issued by the Public Utility Commissioner on March 3, 1983, relative to the above subject matter.

RDT/llr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
R. Kuehn
C. O. Fredrickson - Please give a copy to Project Manager for project on Verda/Hyacinth.
Marlowe Krohn
J. L. Sollis

RECEIVED
STATE HWY ENGR
MAR 8 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ORDER NO. 83-130

ENTERED March 3, 1983

PUC CROSSING NO. 3E-67.6
DOT CROSSING NO. 67 203 S
(Claxter Road)

PUC CROSSING NO. 3E-67.8
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DOT CROSSING NO. 759 645 J
(Claxter Road) (CLOSE)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1296
SXF 1297
SXF 1327

In the Matter of the Application of CITY OF SALEM for the authority, pursuant to ORS 763.020, to construct a grade crossing of Verda Lane and Burlington Northern (Oregon-Washington) Inc., Oregon Electric Branch, in Salem (Bush), Marion County, Oregon. (SXF 1296)

In the Matter of the Application of CITY OF SALEM for the authority, pursuant to ORS 763.030, to alter a grade crossing of Hyacinth Street and Southern Pacific Transportation Company, Main Line, in Salem (Labish), Marion County, Oregon. (SXF 1297)

In the Matter of the Investigation on the Commissioner's own Motion, pursuant to ORS 763.030, into the need for safety improvements at

ORDER

the railroad-highway grade cross-)
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tracks and right-of-way of)
Southern Pacific Transportation)
Company, Main Line, in Salem)
(Labish), Marion County, Oregon.)
(SXF 1327))

On December 10, 1981, the City of Salem duly filed two applications with the Commissioner seeking authority, pursuant to ORS 763.020 and 763.030, to construct, relocate, and close various railroad-highway grade crossings involving the tracks and right-of-way of Southern Pacific Transportation Company (SP), Main Line, and Burlington Northern (Oregon-Washington) Inc. (BNO), Oregon Electric Branch, in Salem, Marion County, Oregon. The changes are needed in connection with the construction of the Salem Parkway and its corollary projects. These applications were docketed as SXF 1296 (BNO--new crossing of Verda Lane and proposed closure of Claxter Road crossing No. 3E-67.6) and SXF 1297 (SP--alteration of crossing No. C-721.8, Hyacinth Street).

In a related matter and in accordance with the procedure adopted by the Commissioner's staff on August 9, 1978, and in conformance with ORS 756.515, staff initiated an informal investigation into the need for improved protection at the existing railroad-highway grade crossing No. C-722.0, Claxter Road, and the SP Main Line, in Salem (Labish), Marion County, Oregon. Under cover letter dated February 23, 1982, staff mailed a completed checklist to SP; City of Salem; and Oregon Department of Transportation, Highway Division, all of whom were represented at the on-site meeting. Agreement on all matters of concern in this project was reached among the parties in interest. Commissioner's Order No. 82-275, Docket SXF 1327, entered April 14, 1982, instituted a formal proceeding to effect certain alterations of the existing railroad-highway grade crossing of Claxter Road NE. A proposed final order addressing the various alterations accompanied Order No. 82-275 as its Appendix "A."

Comments and recommendations on the application in Docket SXF 1296 were made as follows: PUC staff, by letters dated December 29, 1981, February 19, March 30, April 27, May 5, 10, and 20, June 9, August 10, October 6, November 5, December 13, 1982, and January 6, 1983; Marion County, by letters dated January 4, August 17 and 20, October 1 and 19, 1982; BNO, by letters dated January 12, March 25, April 16 and 20, May 26, and November 19, 1982; Oregon Department of Transportation, Highway Division, by letter dated January 27, 1982; Bonneville Power Administration, by letters dated February 25, May 7, November 9, 1982, and January 28, 1983; and applicant, by letters dated February 24 July 6, and

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

the railroad-highway grade cross-)
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tracks and right-of-way of)
Southern Pacific Transportation)
Company, Main Line, in Salem)
(Labish), Marion County, Oregon.)
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Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

ORDER NO. 83-130

ENTERED March 3, 1983

PUC CROSSING NO. 3E-67.6
DOT CROSSING NO. 67 203 S
(Claxter Road)

PUC CROSSING NO. 3E-67.8
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(Claxter Road) (CLOSE)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1296
SXF 1297
SXF 1327

In the Matter of the Application of CITY OF SALEM for the authority, pursuant to ORS 763.020, to construct a grade crossing of Verda Lane and Burlington Northern (Oregon-Washington) Inc., Oregon Electric Branch, in Salem (Bush), Marion County, Oregon. (SXF 1296)

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On December 10, 1981, the City of Salem duly filed two applications with the Commissioner seeking authority, pursuant to ORS 763.020 and 763.030, to construct, relocate, and close various railroad-highway grade crossings involving the tracks and right-of-way of Southern Pacific Transportation Company (SP), Main Line, and Burlington Northern (Oregon-Washington) Inc. (BNO), Oregon Electric Branch, in Salem, Marion County, Oregon. The changes are needed in connection with the construction of the Salem Parkway and its corollary projects. These applications were docketed as SXF 1296 (BNO--new crossing of Verda Lane and proposed closure of Claxter Road crossing No. 3E-67.6) and SXF 1297 (SP--alteration of crossing No. C-721.8, Hyacinth Street).

In a related matter and in accordance with the procedure adopted by the Commissioner's staff on August 9, 1978, and in conformance with ORS 756.515, staff initiated an informal investigation into the need for improved protection at the existing railroad-highway grade crossing No. C-722.0, Claxter Road, and the SP Main Line, in Salem (Labish), Marion County, Oregon. Under cover letter dated February 23, 1982, staff mailed a completed checklist to SP; City of Salem; and Oregon Department of Transportation, Highway Division, all of whom were represented at the on-site meeting. Agreement on all matters of concern in this project was reached among the parties in interest. Commissioner's Order No. 82-275, Docket SXF 1327, entered April 14, 1982, instituted a formal proceeding to effect certain alterations of the existing railroad-highway grade crossing of Claxter Road NE. A proposed final order addressing the various alterations accompanied Order No. 82-275 as its Appendix "A."

Comments and recommendations on the application in Docket SXF 1296 were made as follows: PUC staff, by letters dated December 29, 1981, February 19, March 30, April 27, May 5, 10, and 20, June 9, August 10, October 6, November 5, December 13, 1982, and January 6, 1983; Marion County, by letters dated January 4, August 17 and 20, October 1 and 19, 1982; BNO, by letters dated January 12, March 25, April 16 and 20, May 26, and November 19, 1982; Oregon Department of Transportation, Highway Division, by letter dated January 27, 1982; Bonneville Power Administration, by letters dated February 25, May 7, November 9, 1982, and January 28, 1983; and applicant, by letters dated February 24 July 6, and

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

December 2, 1982. Applicant amended its application by letters dated January 12, September 29, and October 27, 1982. Arthur M. James (Save Claxter Group), by letter dated May 6, 1982, objected to the application and removed its objection by letter dated December 2, 1982.

Comments and recommendations on the application in Docket SXF 1297 were made as follows: PUC staff, by letters dated December 29, 1981, February 10, May 12 and 20, June 9, August 10, October 6, November 5, December 13, 1982, and January 6, 1983; Marion County, by letters dated January 5, August 17 and 20, October 1 and 19, 1982, and January 18, 1983; Northwest Natural Gas Company, by letter dated January 20, 1982; Oregon Department of Transportation, Highway Division, by letters dated January 27, March 12, May 28, and June 21, 1982; SP, by letters dated May 3, 28, and June 21, 1982; and applicant, by letters dated March 1 and 12, May 13 and 28, July 6, and November 17, 1982. SP, by letter dated February 17, 1982, objected to the application and withdrew its objection by letter dated February 10, 1983. Applicant amended its application by letters dated January 12, September 29, and October 27, 1982.

Copies of the application, amendments, and responses thereto in SXF 1296 were duly served upon the following parties: BNO; Oregon Department of Transportation, Highway Division; Marion County; Portland General Electric Company; Bonneville Power Administration; Keizer Fire District; Marion County Sheriff; Arthur M. James, Portland; Lester E. DeLangh, Salem; Richard Morgan, Salem; Mr. and Mrs. John S. Porter, Salem; R. M. Fitzmaurice & Son, Salem; John DiMugno, Kennewick, Washington; and applicant.

Copies of the application, amendments, and responses thereto in SXF 1297 were duly served upon the following parties: SP; Oregon Department of Transportation, Highway Division; Marion County; Pacific Northwest Bell Telephone Company; Northwest Natural Gas Company; Arthur M. James, Portland; Lester E. DeLangh, Salem; Richard Morgan, Salem; Mr. and Mrs. John S. Porter, Salem; R. M. Fitzmaurice & Son, Salem; John DiMugno, Kennewick, Washington; and applicant.

It became apparent that the three dockets involving four crossings were interrelated and should be combined. Action at any of the crossings, or on the roads involved, influences the other crossings. All parties to the various dockets were informed of the dockets being combined by PUC staff letter dated May 20, 1982. All parties in interest were served with all pertinent correspondence regarding the subject dockets.

In an attempt to resolve outstanding problems in the various dockets, PUC staff by its letter dated January 6, 1983,

circulated a proposed order in these three dockets. Parties were requested to provide their agreement or disagreement with the proposed order and no party has objected.

Appendix 1 attached to and part of this order illustrates the project sites as they exist today.

Appendix 2 attached to and part of this order illustrates the proposed changes in the amended applications.

A brief discussion of applicant's amended proposals for each crossing follows:

Crossing No. 3E-67.6, BNO-Claxter Road (SXF 1296).

Applicant's application in this matter initially proposed the closure of the BNO-Claxter crossing. As amended, this crossing will not be altered. A new road approximately 300 feet east of the Claxter Road-BNO grade crossing will be constructed to connect Claxter Road with Verda-Hyacinth (see Appendix 2) to provide access to the businesses and residences located west of the SP track and east of the Parkway. Claxter Road will be closed westerly of the crossing at the Parkway. This should reduce the average daily traffic at the crossing to approximately 100 vehicles a day. The crossing is currently protected by two Commissioner's Standard No. 2 flashing light signals. The existing signalization will be retained as the crossing protective devices. There has been one reported train-vehicle accident at the crossing in the last ten years resulting in one fatality.

Crossing No. 3E-67.8, BNO-Verda Lane (SXF 1296).

It is proposed to construct a 60-foot wide paved railroad-highway grade crossing of Verda Lane. The new road, will connect Verda Lane (to the west) with Hyacinth Street (to the east). It will intersect, from west to east, the BNO main and industry spur tracks at an angle of approximately 52 degrees. The roadway at the crossing will consist of two 12-foot travel lanes, two 12-foot bus-truck stopping lanes, and two 6-foot bike lanes equipped with curbs and a 5-foot sidewalk on each side. Cantilevered flashing lights and automatic gate signals will be installed as the protection at the crossing.

Crossing No. C-721.79, SP-Hyacinth Street (SXF 1297).

It is proposed that this existing Southern Pacific three-track grade crossing, consisting from east to west of an industry spur track, siding track, and main track, be relocated approximately 61 feet southerly of its present location and be altered to a width of 62 feet. The altered crossing

Oregon Micro-Imaging, Inc.

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RETAKE

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In an attempt to resolve outstanding problems in the various dockets, PUC staff by its letter dated January 6, 1983,

circulated a proposed order in these three dockets. Parties were requested to provide their agreement or disagreement with the proposed order and no party has objected.

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A brief discussion of applicant's amended proposals for each crossing follows:

Crossing No. 3E-67.6, BNO-Claxter Road (SXF 1296).

Applicant's application in this matter initially proposed the closure of the BNO-Claxter crossing. As amended, this crossing will not be altered. A new road approximately 300 feet east of the Claxter Road-BNO grade crossing will be constructed to connect Claxter Road with Verda-Hyacinth (see Appendix 2) to provide access to the businesses and residences located west of the SP track and east of the Parkway. Claxter Road will be closed westerly of the crossing at the Parkway. This should reduce the average daily traffic at the crossing to approximately 100 vehicles a day. The crossing is currently protected by two Commissioner's Standard No. 2 flashing light signals. The existing signalization will be retained as the crossing protective devices. There has been one reported train-vehicle accident at the crossing in the last ten years resulting in one fatality.

Crossing No. 3E-67.8, BNO-Verda Lane (SXF 1296).

It is proposed to construct a 60-foot wide paved railroad-highway grade crossing of Verda Lane. The new road, will connect Verda Lane (to the west) with Hyacinth Street (to the east). It will intersect, from west to east, the BNO main and industry spur tracks at an angle of approximately 52 degrees. The roadway at the crossing will consist of two 12-foot travel lanes, two 12-foot bus-truck stopping lanes, and two 6-foot bike lanes equipped with curbs and a 5-foot sidewalk on each side. Cantilevered flashing lights and automatic gate signals will be installed as the protection at the crossing.

Crossing No. C-721.79, SP-Hyacinth Street (SXF 1297).

It is proposed that this existing Southern Pacific three-track grade crossing, consisting from east to west of an industry spur track, siding track, and main track, be relocated approximately 61 feet southerly of its present location and be altered to a width of 62 feet. The altered crossing

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END OF RETAKE

will consist of a 2-foot center median, two 12-foot travel lanes, two 12-foot bus-truck stopping lanes, and two 6-foot bike lanes equipped with curbs and a 5-foot sidewalk on each side. A "T" intersection of 25th Avenue NE and Hyacinth Street will be constructed approximately 450 feet easterly of the crossing. Cantilevered flashing lights and automatic gate signals will replace the existing vehicle STOP signs and crossbucks as the protective devices at the relocated grade crossing. There have been two reported train-vehicle accidents at the existing crossing in the last ten years. No injuries resulted from these accidents. Current average daily traffic volume at the crossing is estimated to be approximately 200 vehicles. Upon completion of these projects, the average daily vehicle usage is estimated at approximately 9,200 vehicles.

Crossing No. C-722.0, SP-Claxter Road (SXF 1327).

It is proposed that this single track crossing of the SP Main Line be closed and that a cul-de-sac be constructed on each side of the track with barricades at the former crossing. The closure will take place concurrently with the opening of the relocated Hyacinth Street grade crossing to vehicular traffic. The crossing is currently protected with flashing light signals. There have been four reported train-vehicle accidents at the crossing in the last ten years resulting in one fatality and eight injuries.

Due consideration has been given to all representations in the applications, amendments, and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the applications, amendments, field investigation, and files of the Commissioner, it is found that the construction, relocation, and closure of the grade crossings described above are required by the public safety and general welfare. It is neither economical nor practical to construct a separated crossing of Verda Lane. The applications as amended, including closure of the Southern Pacific Claxter Road grade crossing should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to construct, relocate, and close crossings as set forth herein is hereby granted.

2. Applicant shall:

   a. At Crossing No. 3E-67.6, BNO-Claxter Road:

(1) Maintain that portion of the crossing lying outside lines drawn two feet outside each rail to accommodate a roadway 24 feet in width, and bear all the cost thereof;

(2) Maintain standard advance warning signs and advance warning pavement markings at appropriate locations on each roadway approach to the crossing, and bear all the cost thereof; and

(3) Maintain a stop clearance line on each side of the track at the crossing, and bear all the cost thereof.

b. At New Crossing No. 3E-67.8, BNO-Verda Lane:

(1) Construct that portion of the crossing lying outside lines drawn two feet outside each rail of each track at the crossing to accommodate a paved roadway 60 feet in width, consisting of two 6-foot bike lanes and four 12-foot travel lanes, equipped with curbs and a 5-foot sidewalk on each side, and bear 13.875 percent of the cost thereof;

(2) Furnish and install 7-inch vertical face curbs on each roadway approach to the crossing, the curbing to commence not less than 10 feet from the centerline of the nearest track and to extend away from the track for a distance of not less than 100 feet, and bear 13.875 percent of the cost thereof;

(3) Furnish and install standard advance warning signs and advance warning pavement markings at appropriate locations on each roadway approach to the crossing, and bear 13.875 percent of the cost thereof;

(4) Furnish and install a stop clearance line on each travel lane on each side of the crossing at a point one foot in advance of each automatic gate signal, and bear 13.875 percent of the cost thereof;

(5) Bear 13.875 percent of the cost of furnishing and installing the automatic signalization, circuitry, multiple track signs, and railroad STOP signs as ordered herein;

(6) Bear 13.875 percent of the cost of constructing that portion of the crossing lying between lines drawn two feet outside each rail of each track; and

(7) Maintain the advance warning signs, advance warning pavement markings, stop clearance lines, and curbing as ordered herein; and maintain that portion of the crossing lying outside lines drawn two feet outside each rail of each track at the crossing, and bear all the cost thereof.

c. At Crossing No. C-721.79, SP-Hyacinth Street:

(1) Relocate the existing crossing 61 feet to the south and construct that portion of the crossing lying outside lines drawn two feet outside each rail of each track at the crossing to accommodate a paved street 62 feet in width, consisting of a 2-foot center median, four 12-foot travel lanes, and two 6-foot bike lanes, equipped with curbs and a 5-foot sidewalk on each side, and bear 13.875 percent of the cost thereof;

(2) Furnish and install 7-inch vertical face curbs on each roadway approach to the crossing, the curbing to commence not less than 10 feet from the centerline of the nearest track and to extend away from the track for a distance of not less than 100 feet, and bear 13.875 percent of the cost thereof;

(3) Furnish and install standard advance warning signs and advance warning pavement markings at appropriate locations on each roadway approach to the crossing, and bear 13.875 percent of the cost thereof;

(4) Furnish and install a stop clearance line on each travel lane on each side

of the crossing at a point one-foot in advance of each automatic gate signal, and bear 13.875 percent of the cost thereof;

(5) Bear 13.875 percent of the cost of furnishing and installing the automatic signalization, circuitry, multiple track signs, and railroad STOP signs as ordered herein;

(6) Bear 13.875 percent of the cost of constructing that portion of the relocated crossing lying between lines drawn two feet outside each rail of each track at the crossing to a width of 62 feet;

(7) Bear 13.875 percent of the cost of removing the crossing surface material and passive protective devices from the railroad right-of-way at the existing Hyacinth grade crossing No. C-721.8;

(8) Furnish and install a barrier on each side of the existing crossing (No. C-721.8), and bear 13.875 percent of the cost thereof; and

(9) Maintain the advance warning signs, advance warning pavement markings, stop clearance lines, curbing, and barricades as ordered herein; and maintain that portion of the crossing lying outside lines drawn two feet outside each rail of each track at the crossing, and bear all the cost thereof.

d. <u>At Crossing No. C-722.0, SP-Claxter Road</u>:

(1) Furnish and install a standard highway-type barricade on each side of the track, not less than 10 feet from the centerline of the track, and bear 13.875 percent of the cost thereof;

(2) Bear 13.875 percent of the cost of removing that portion of the crossing surface lying between lines drawn two feet outside each rail at the crossing;

(3) Remove the advance warning sign on each roadway approach to the crossing, and bear all the cost thereof; and

(4) Maintain the barricades as ordered herein, and bear all the cost thereof.

3. Burlington Northern (Oregon-Washington) Inc. shall:

a. At Crossing No. 3E-67.6, BNO-Claxter Road:

(1) Maintain the existing flashing light signals and circuitry, and bear all the cost thereof; and

(2) Maintain that portion of the crossing lying between lines drawn two feet outside each rail at the crossing, and bear all the cost thereof.

b. At Crossing No. 3E-67.8, BNO-Verda Lane:

(1) Subject to reimbursement as provided herein, construct that portion of the crossing lying between lines drawn two feet outside each rail of each track at the crossing to accommodate a roadway 60 feet in width;

(2) Subject to reimbursement as provided herein, furnish and install two Commissioner's Standard No. 2B cantilevered flashing light signals, equipped with gongs and multiple track signs, and two Commissioner's Standard No. 4 automatic gate signals, to be located not less than 34 feet 1 inch from the centerline of the roadway. The gate arms in the lowered position will be perpendicular to the centerline of the roadway and the tip of the gate arms shall be not less than 10 feet from the centerline of the nearest track. Said signals will be activated by constant warning time devices on the main track and island track circuits, supplemented with railroad STOP signs, on the industry spur track;

(3) Subject to reimbursement as provided herein, furnish and install railroad STOP signs on the industry spur track, one on each side of Verda Lane; and

(4) Maintain the automatic protective devices, circuitry, multiple track signs, and railroad STOP signs ordered herein, and maintain that portion of the crossing lying between lines drawn two feet outside of each rail of each track at the crossing, and bear all the cost thereof.

4. Southern Pacific Transportation Company shall:

a. At Crossing No. C-721.79, SP-Hyacinth Street:

(1) Subject to reimbursement as provided herein, construct that portion of the relocated crossing lying between lines drawn two feet outside of each rail of each track at the crossing to accommodate a roadway 62 feet in width;

(2) Subject to reimbursement as provided herein, furnish and install two Commissioner's Standard No. 2B cantilevered flashing light signals, equipped with gongs and multiple track signs, and two Commissioner's Standard No. 4 automatic gate signals, to be located not less than 12 feet from the centerline of the nearest track and not less than 35 feet 1 inch from the centerline of the roadway. Said signals will be activated by constant warning time-type devices on the main and siding tracks and island circuits supplemented with railroad STOP signs, on the industry spur track;

(3) Subject to reimbursement as provided herein, furnish and install railroad STOP signs on the industry spur track, one on each side of Hyacinth Street;

(4) Maintain the automatic protective devices, circuitry, multiple track signs, and railroad STOP signs ordered herein, and maintain that portion of the crossing lying between lines drawn two feet outside of each rail of each track at the crossing, and bear all the cost thereof; and

(5) Subject to reimbursement as provided herein, remove the crossing surface

material and railroad signs from the railroad right-of-way at the existing crossing.

b. At Crossing No. C-722.0, SP-Claxter Road:

(1) Close the grade crossing to all traffic immediately following the opening of the relocated Hyacinth Street grade crossing to vehicular traffic;

(2) Subject to reimbursement as provided herein, remove all existing crossing surface material lying between the rails and to a point not less than two feet outside each rail; and

(3) Remove all existing crossing protective devices at the crossing, and bear all the cost thereof.

5. Each party shall notify Northwest Natural Gas Company at least 48 hours in advance of any construction at the relocated crossing of Hyacinth Street (Crossing No. C-721.79).

6. Oregon Department of Transportation, Highway Division, shall, utilizing federal funding, bear 85.0 percent of the cost of furnishing and installing the automatic signalization, circuitry, multiple track signs, railroad STOP signs, curbing, barricades, and construction of the Verda Lane grade crossing, relocation of Hyacinth Street grade crossing, and closure of Claxter Road grade crossing of the Southern Pacific as ordered herein.

7. Marion County shall bear 1.125 percent of furnishing and installing the automatic signalization, circuitry, multiple track signs, railroad STOP signs, curbing, barricades, and construction of the Verda Lane grade crossing, relocation of Hyacinth Street grade crossing, and closure of Claxter Road crossing of the Southern Pacific as ordered herein.

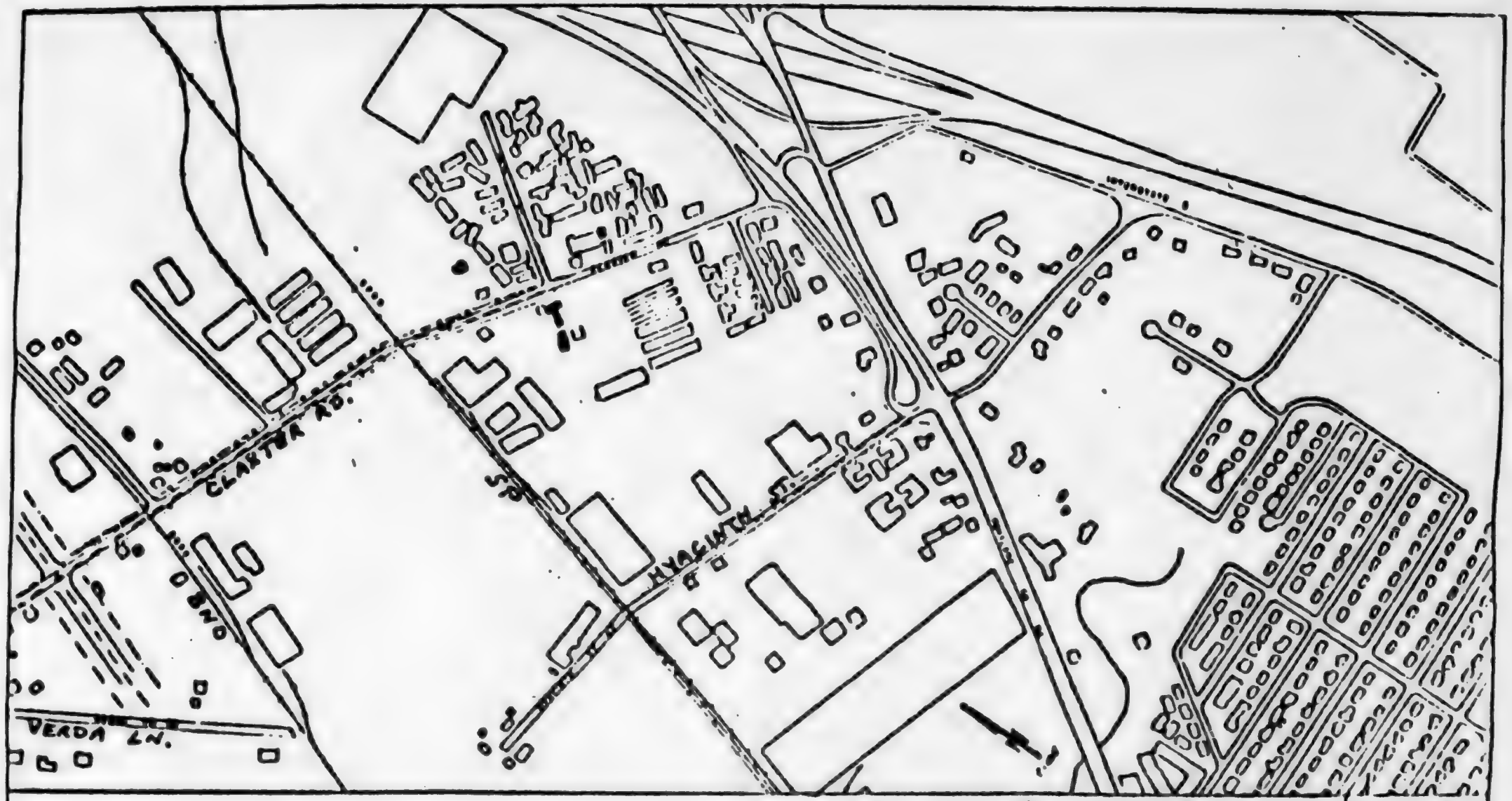
8. Each party shall notify the Commissioner upon completion of its portion of the project.

9. The investigation initiated by Order No. 82-275, entered April 14, 1982, is hereby terminated.

Made, entered, and effective 3/3/83.

JOHN J. LOBDELL
Public Utility Commissioner

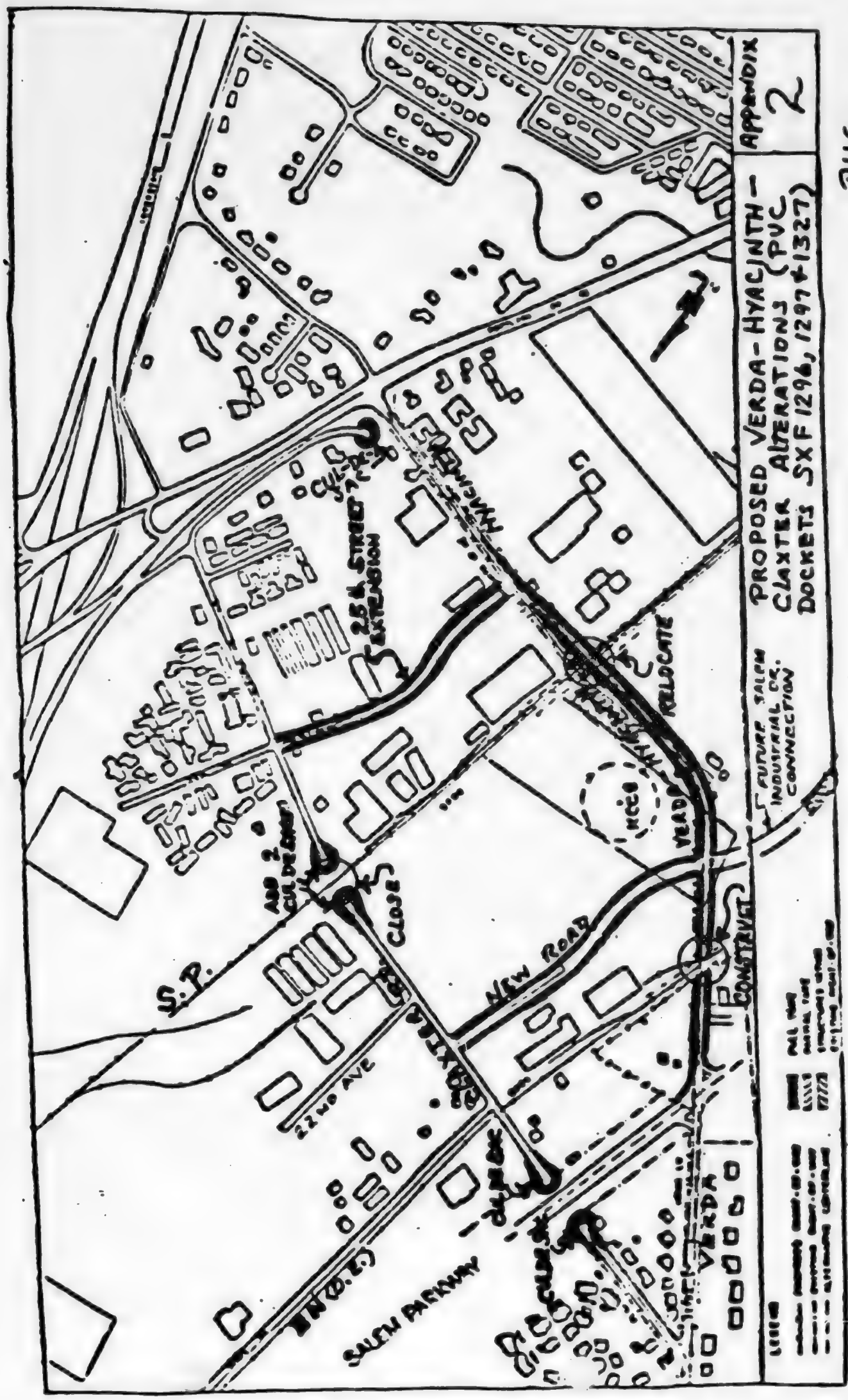
ORDER NO. 83-130



EXISTING VERDA-HYACINTH-CLAXTER AREA (PUC DOCKETS SXF 1296 1297 & 1327)

APPENDIX 1

PUC
12/27/82


PROPOSED VERDA-HYACINTH-CLAXTER ALTERNATIONS (PVC DOCKETS SXF 1296, 1297+1327)
APPENDIX 2
PVC 2/28/83
S.P.
NEW ROAD
CONSTRUCT
VERDA
SOUTH PARKWAY
22ND AVE
CLOSE
CUL-DE-SAC
EXTENSION
FUTURE SALINAS INDUSTRIAL DR. CONNECTION

VICTOR ATIYEH
GOVERNOR

PUBLIC UTILITY COMMISSIONER OF OREGON

LABOR & INDUSTRIES BUILDING, SALEM OREGON 97310 PHONE (503) 378-5542

June 9, 1982

NOTED
E. S. HUNTER

All Parties in Interest

RE: PUC Dockets SXF 1296, Verda Lane; SXF 1297, Hyacinth Street; and SXF 1327, Claxter Road, Salem

The Commissioner has ordered that hearings be held in the above-listed cases. Each docket is an entirely separate case; however, each case is germane to the others. Therefore, each docket will be addressed in a single hearing. The hearing has not been scheduled, but we anticipate that it will be held around the middle of July.

Due to requests by various parties in interest for on-site meetings, PUC staff has scheduled an informal meeting at 1:00 p.m. on Wednesday, June 16, 1982, in Conference Room A, Basement, Labor & Industries Building, Salem. The meeting is being held to attempt to clarify some of the questions that have been raised in these cases, and to try to resolve some of the differences between the various parties in interest to avert the hearing if possible.

PUC staff invites the parties in interest to these cases to attend the meeting on June 16.

L. W. Walling, Jr.
Transportation Specialist
Rail Rate and Service Division

jlr:2717J

cc: DJA
CJR
DAS

RECEIVED
TECHNICAL SERVICES
JUN 11 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File
X

XC: E.S. Hunter
H.J. Versteeg

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JUN 9 1982
RR & UTILITY UNIT

CCU 17-4

PUBLIC UTILITY COMMISSIONER OF OREGON
INTER-OFFICE CORRESPONDENCE
(NOT FOR MAILING)

DATE: May 20, 1982

TO: Parties in Interest in SXF 1296, 1297, and 1327

FROM: Dave Astle

SUBJECT: SXF 1296; BN Verda Lane, Salem
SXF 1297; SP Hyacinth, Salem
SXF 1327; SP Claxter, Salem

cc Alan Hershner
Ron Merry City Salem
Bob Houser Marion Co.
Verstegg
Hart
Fredrickson
SIGNED D. RYKSTAD
5-25-82

Commissioner Lobdell has decided that a public hearing should be held in SXF 1296, the application of the City of Salem to construct Verda Lane across Burlington Northern's Oregon Electric Branch. The Commissioner's decision was based on reviewing an objection submitted by Arthur M. James. Southern Pacific has entered an objection in SXF 1297, the city's application to alter the existing crossing of Hyacinth Street and the SP main line. That matter is related to SXF 1296 and will be set for hearing at the same time. Finally, SP's objection to the Hyacinth matter is based at least partially on the city's plan to retain the SP crossing of Claxter Avenue, which is being considered for signalization in SXF 1327. Therefore, it will also be set for hearing.

We have asked for a hearing date as soon as possible to minimize the delay to these important projects.

Staff plans to take a position supporting closure of one or both of the Claxter Avenue crossings. Based on the city's current plans for traffic circulation in the area after the construction of the Salem Parkway, retention of the SP Claxter crossing appears to be the most feasible option, unless both Claxter crossings could be closed by constructing a new access road between the two railroads, connecting Claxter and Hyacinth. This possibility apparently has been explored by city staff, and does not appear to be financially feasible at this time.

All parties planning to participate in this hearing are urged to prepare their positions so that the hearing will not need to be postponed, and thus create further delays. Staff is particularly concerned about further delay in securing automatic gate signalization at the SP Claxter crossing, if it is finally decided that this crossing will be retained.

cjc:1862C

cc: All parties in interest
JJL
LEM
CJR
LWW
DGB
DAS
Pat Amadeo, Governor's Office

(XC: E.S. Hunter

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TECHNICAL SERVICES
MAY 24 '82
REFER TO
FOR
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MAY 21 1982
RR & UTILITY UNIT

CON 17-4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. ROW 18-2

NOTED
H.S.COULTER

January 27, 1982

Mr. L. W. Walling, Jr.
Transportation Specialist
Rail Rate & Service Division
Public Utility Commission
Labor & Industries Bldg.
Salem, OR 97310

SXF 1296
Crossing No. Not Established

Dear Les:

In the Matter of the Application of CITY OF SALEM for the authority, pursuant to ORS 763.020, to construct a grade crossing of Verda Lane and Burlington Northern (Oregon-Washington) Inc., Oregon Electric Branch, in Salem (Bush), Marion County, Oregon.

The State of Oregon, by and through its Department of Transportation, Highway Division, has no objection to the issuance of an order in accordance with the application filed in the above entitled matter.

The only comment I have is that I believe that this will be a two land road with truck stopping lanes rather than a four lane roadway.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
cc: H. S. Coulter
C. T. Keasey
C. O. Fredrickson

RECEIVED
STATE HWY ENGR
JAN 27 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO

ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: August 10, 1984

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: SXF 1296
SXF 1297
SXF 1327

PUC CROSSING NO. 3E-67.6
DOT CROSSING NO. 67 203 S
(Claxter Road)

PUC CROSSING NO. 3E-67.8
(Verda Lane) (NEW)

PUC CROSSING NO. C-721.79
(Hyacinth Street) (RELOCATED)

PUC CROSSING NO. C-721.8
DOT CROSSING NO. 759 646 R
(Hyacinth Street) (EXISTING)

PUC CROSSING NO. C-722.0
DOT CROSSING NO. 759 645 J
(Claxter Road) (CLOSE)

In the Matter of the Application of CITY OF SALEM for the authority, pursuant to ORS 763.020, to construct a grade crossing of Verda Lane and Burlington Northern (Oregon-Washington) Inc., Oregon Electric Branch, in Salem (Bush), Marion County, Oregon. (SXF 1296)

In the Matter of the Application of CITY OF SALEM for the authority, pursuant to ORS 763.030, to alter a grade crossing of Hyacinth Street and Southern Pacific Transportation Company, Main Line, in Salem (Labish), Marion County, Oregon. (SXF 1297)

In the Matter of the Investigation on the Commissioner's own Motion, pursuant to ORS 763.030, into the need for safety improvements at the railroad-highway grade crossing of Claxter Road NE and the tracks and right-of-way of Southern Pacific Transportation Company, Main Line, in Salem (Labish), Marion County, Oregon. (SXF 1327)

NOTED
H. S. COULTER

Attached is a copy of Order No. 84-607 issued by the Public Utility Commissioner on August 6, 1984, relative to the above subject matter.

RDT/nv
Attachment
cc: Richard Arnold, FHWA -w/att.
E. S. Hunter - w/att.
C. O. Fredrickson - w/att.
R. L. Schroeder - w/att.
D. O. Christensen - Please give copy to Project Manager
J. L. Gunter - w/att.
J. L. Sollis - w/att.

RECEIVED
STAT. HWY ENGR
AUG 13 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

01-128-1387

Contains Recycled Materials

ORDER NO. 84-607

ENTERED AUGUST 06 1984

PUC CROSSING NO. 3E-67.6
DOT CROSSING NO. 67 203 S
(Claxter Road)

PUC CROSSING NO. 3E-67.8
(Verda Lane) (NEW)

PUC CROSSING NO. C-721.79
(Hyacinth Street) (RELOCATED)

PUC CROSSING NO. C-721.8
DOT CROSSING NO. 759 646 R
(Hyacinth Street) (EXISTING)

PUC CROSSING NO. C-722.0
DOT CROSSING NO. 759 645 J
(Claxter Road) (CLOSE)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1296
SXF 1297
SXF 1327

In the Matter of the Application of CITY OF SALEM for the authority, pursuant to ORS 763.020, to construct a grade crossing of Verda Lane and Burlington Northern (Oregon-Washington) Inc., Oregon Electric Branch, in Salem (Bush), Marion County, Oregon. (SXF 1296)

In the Matter of the Application of CITY OF SALEM for the authority, pursuant to ORS 763.030, to alter a grade crossing of Hyacinth Street and Southern Pacific Transportation Company, Main Line, in Salem (Labish), Marion County, Oregon. (SXF 1297)

AMENDING ORDER

RECEIVED
AUG 10 1984
RR & UTILITY UNIT

ORDER NO. 84-607

In the Matter of the Investigation on the Commissioner's own Motion, pursuant to ORS 763.030, into the need for safety improvements at the railroad-highway grade crossing of Claxter Road NE and the tracks and right-of-way of Southern Pacific Transportation Company, Main Line, in Salem (Labish), Marion County, Oregon. (SXF 1327)

On March 3, 1983, the Commissioner entered Order No. 83-130 in the above dockets. It granted applicant authority to: (1) construct a railroad-highway grade crossing of Verda Lane (Docket SXF 1296) and the existing tracks and right-of-way of Burlington Northern (Oregon-Washington) Inc., Oregon Electric Branch, in Salem (Bush), Marion County, Oregon; (2) alter and relocate the existing grade crossing of Hyacinth Street (Docket SXF 1297) with the tracks and right-of-way of Southern Pacific Transportation Company, Main Line, in Salem (Labish); and (3) close the existing grade crossing of Claxter Road NE (Docket SXF 1327) and the tracks and right-of-way of Southern Pacific Transportation Company, Main Line, in Salem (Labish), concurrently with the opening of the Verda Lane-Hyacinth Street grade crossings.

On March 15, 1983, the Commissioner entered Order No. 83-143, in Docket R 84, and on August 22, 1983, entered Supplemental Order No. 83-551, revising Divisions 42, 43, and 47 of the Commissioner's Rules and Regulations relating to railroad-highway crossings. OAR 860-43-065 states:

> Authority to construct or alter a crossing expires two years from the effective date of the order granting such authority unless the authorized construction or alteration is commenced within that period or within such additional period as may have been provided by order of the Commissioner. Unless otherwise specified therein, authority granted by orders entered by the Commissioner prior to (the effective date of these rules) shall expire on January 1, 1985, unless the authorized crossing construction or alteration is substantially underway before that date, or unless an extension is granted by the Commissioner.

Order No. 83-130, entered March 3, 1983, is silent as to the length of time allowed for the commencement of construction of the Verda Lane grade crossing and alteration of the Hyacinth Street grade crossing. Therefore, without further action, the authority provided in Order No. 83-130 will expire on January 1, 1985.

By letter dated June 20, 1984, applicant requested an extension of time authorized to commence construction of the Verda Lane and Hyacinth Street projects. Right-of-way acquisition is presently expected to be completed in December 1984, with construction to begin as soon thereafter as possible. It is doubtful that construction on these projects will commence prior to January 1, 1985.

Copies of applicant's letter requesting amendment of Order No. 83-130 and a proposed amending order in these matters were served upon all parties in interest on July 17, 1984. The parties were given 15 days to respond. No objection by any party has been made to the requested amendment or proposed amending order.

Accordingly, the Commissioner finds that the deadline for initiating construction and alteration of the Verda and Hyacinth crossings and closure of the Claxter Road crossing should be extended as provided below.

IT IS THEREFORE ORDERED that the authority to construct and alter the grade crossings of Verda Lane and Hyacinth Street, respectively, granted by Order No. 83-130, is effective until January 1, 1986. Construction or alteration must be substantially in progress by that date. If this condition is not met, then the authority expires on that date. As provided by Order No. 83-130, closure of the Claxter Road crossing will be effected upon opening of the Verda and Hyacinth crossings for traffic.

IT IS FURTHER ORDERED that all provisions in Order No. 83-130, to the extent they are not in conflict with the provisions of this order, shall remain in effect.

Made, entered, and effective August 6, 1984.

GENE MAUDLIN
Public Utility Commissioner

alm/1015o

Ira 7-12-1
Salem

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: May 27, 1983

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

Clarks Rd.

SUBJECT: RX 10
Crossing No. C-722.00

Attached is a copy of Order No. 83-296 issued by the Public Utility Commissioner on May 25, 1983, relative to the above subject matter.

RDT/llr
Attachment
cc: C. T. Keasey
R. Kuehn
C. O. Fredrickson
J. L. Sollis

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
MAY 31 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

ORDER NO. 83-296

ENTERED May 25, 1983

PUC CROSSING NO. C-722.0
DOT CROSSING NO. 759 645 J

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

RX 10

In the Matter of the Application of SOUTHERN PACIFIC TRANSPORTATION COMPANY for the authority, pursuant to ORS 763.030, to alter a grade crossing of Claxter Road and the tracks and right-of-way of Southern Pacific Transportation Company, Main Line, in Salem (Labish), Marion County, Oregon, by installing or modifying signal devices.	ORDER

On March 25, 1983, Southern Pacific Transportation Company duly filed a letter application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter a railroad-highway grade crossing of Claxter Road, a road under the jurisdiction of the City of Salem, and the main track and right-of-way of Southern Pacific Transportation Company, Main Line, in Salem (Labish), Marion County, Oregon, by installing or modifying automatic signal devices at the crossing.

PUC Order No. 83-130, entered March 3, 1983, addressed the railroad-highway grade crossings of Verda Lane, Hyacinth Street, and Claxter Road (Docket Nos. SXF 1296, SXF 1297, and SXF 1327). Alterations of these grade crossings are related to construction of the Salem Parkway. Order No. 83-130 provides for closure of the Southern Pacific-Claxter Road railroad-highway grade crossing simultaneous with opening of the relocated Hyacinth Street grade crossing to vehicular traffic.

The City of Salem estimates that it will require at least two years to complete the Salem Parkway corollary projects. Applicant proposes to supplement the existing flashing light signals at the Claxter Road crossing with two Commissioner's Standard No. 4 automatic gate signals during the interim period that this crossing remains open. The automatic gates will be installed to accommodate a roadway width of 22 feet, consisting of two 11-foot paved travel lanes.

Claxter Road NE lies in a general east-west alignment and intersects the railroad track at an angle of approximately 75 degrees. The easterly approach to the crossing is tangent. The westerly approach to the crossing is curved and eastbound traffic ascends to the crossing on a grade of approximately 15 percent.

Average daily traffic at the crossing is approximately 7,600 vehicles. There are an average of 18 freight trains and two passenger trains a day at the crossing. There have been four reported train-vehicle accidents at the crossing in the last ten years, resulting in one fatality and eight injuries.

Installation of the automatic gate signals will provide improved warning to motorists and pedestrians of train movements.

PUC staff, by letter dated April 6, 1983, stated State Grade Crossing Protection Account participation in this project will be limited to 75 percent of the project cost, but not to exceed a maximum of $25,000.

By letter dated April 6, 1983, PUC staff circulated a proposed order in this matter with applicant's letter application. The City of Salem, by letter dated April 13, 1983, objected to the proposed location of the standard highway-type guardrail. PUC staff, by letter dated May 5, 1983, suggested a compromised guardrail location. City of Salem, by letter dated May 11, 1983, rejected this proposal. In the interest of expediting installation of the automatic gate signals, the provisions for standard highway-type guardrail will be deleted from the order (PUC staff, by letter dated May 18, 1983). The existing vertical railroad rail installation adjacent to the flashing light signals will be continued until the crossing is closed. The deletion of these portions of the proposed order removes any objection to the application or the order as proposed.

Due consideration has been given to the application and responses thereto in this proceeding. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

The Commissioner finds that the signalization proposed herein is required by the public safety, convenience, and general welfare, and that it is appropriate to authorize expenditure of funds from the grade crossing protection account, as provided by ORS 763.270, in the amount agreed upon by the parties.

Based upon the application, files, and field investigation by the Commissioner, it is found that the crossing should be altered as ordered below:

IT IS THEREFORE ORDERED that:

1. The authority to alter the crossing as requested herein is hereby granted under the condition that the protective device installation ordered herein is completed within 90 days of the entered date of this order. If said installation is not in operation by that date, the authority conveyed in this order is cancelled.

2. Applicant shall:

   a. Furnish and install two Commissioner's Standard No. 4 automatic gate signals, each set of signals to be located not less than 17 feet from the centerline of the roadway, the lowered gate arms to be perpendicular with the centerline of the roadway and the tip of the gate arms to be not less than 10 feet from the centerline of track, said signals to be activated by the existing constant warning time-type devices and circuitry;

   b. Bear 25 percent of the cost of the project, as set forth in paragraph 2.a. herein, up to a total project cost of $33,333 ($8,333 apportionment) and all the cost in excess of $33,333; and

   c. Maintain the automatic signalization and circuitry ordered herein, and maintain that portion of the crossing lying between lines drawn two feet outside each rail, and bear all the cost thereof.

3. City of Salem shall:

   a. Furnish, install, and maintain stop clearance lines on each side of the crossing at a point one foot in advance of each automatic gate signal, and bear all the cost thereof; and

   b. Maintain the existing advance warning signs and advance warning pavement markings, and maintain that portion of the crossing lying outside lines drawn two feet outside each rail, and bear all the cost thereof.

4. Each party shall notify the Commissioner upon completion of its portion of the project.

5. Pursuant to ORS 763.270, the Grade Crossing Protection Account of the State of Oregon shall bear 75 percent, but not to exceed a maximum of $25,000, of the cost of furnishing and installing the automatic signalization ordered in paragraph 2.a. above.

6. Upon completion of the work ordered in paragraph 2.a. above, Southern Pacific Transportation Company shall present its claim for reimbursement for the Commissioner's approval. Before completion of the work, Southern Pacific Transportation Company may submit progress claims for reimbursement not to exceed 80 percent of the apportionment for the cost of labor and other services provided to date of billing, and for the cost of materials stockpiled at the project site or specifically purchased and delivered for use on the project. The best estimate of the cost of the protective devices ordered herein is $33,000.

All previous orders of the Commissioner and the provisions thereof, which concern or pertain to the construction, maintenance, protective devices, closure, or the operation of trains over the Claxter Road grade crossing, shall continue in full force and effect, with the exception of any terms therein which conflict with the terms of this order.

Made, entered, and effective 5/25/83.

PUBLIC UTILITY COMMISSIONER OF OREGON

JOHN J. LOBDELL
Public Utility Commissioner

rrr/0099R

TRA 7-12-1
Salem

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 11, 1983

Mr. Les Walling, Jr.
Transportation Specialist
Rail Rate & Service Division
Public Utility Commission
Labor & Industries Bldg.
Salem, OR 97310

RX 10
Crossing No. C-722.0

NOTED
H.S. COULTER

Dear Les:

In the Matter of the Application of SOUTHERN PACIFIC TRANSPORTATION COMPANY for the authority, pursuant to ORS 763.030, to alter a grade crossing of Claxter Road and the tracks and right of way of Southern Pacific Transportation Company, Main Line, in Salem (Labish), Marion County, Oregon, by installing or modifying signal devices.

The State of Oregon, by and through its Department of Transportation, Highway Division, has no objection to the issuance of an order in accordance with the application filed in the above-entitled matter. The road is not under the jurisdiction of the Highway Division.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
cc: H. S. Coulter
C. T. Keasey
C. O. Fredrickson

RECEIVED
STATE HWY ENGR
APR 11 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

4-1-23 Jr 7-12-1

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: RRP-000S(12)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Marion

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80086

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4/1/83

8. FEDERAL ROUTE NUMBER: FAU 1675 - 1685 - 1705

9. STATE ROUTE NUMBER: City Streets

10. GENERAL LOCATION:

NE Salem, RR X'ing Signal Project

11. GENERAL DESCRIPTION OF WORK

Withdraw construction phase for X'ing #C-722.0 at Claxter Road

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Swan's letter of 3/22/83 and in accordance with PUC order No. 83-130 which will close the subject crossing, I approve the withdrawal of the construction phase for crossing #C-722.0 at Claxter Road. Project will be credited by amount of $29,870 Federal Funds $26,883.

RECEIVED
STATE HWY ENGR
APR 8 '83
REFER TO
Potter
FOR
Dwg 4/8

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE	Info	Inve	R/D	D/R	Sign	Act	File
4/1/83	S. K. Hoosier	for Division Administrator							

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

TRA 7 2-1
.5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Date: March 22, 1983

In Reply Refer to File No.:

SxF 1307

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D. E. Swan, P.E.
Program Control Engineer

Subject: Program Change
Item No. 80086
Project No. RRP-000S(12)
N.E. Salem RR Signal Project
Marion County

I request cancellation of the Claxter Road portion (RR crossing C-722.0) of this project as PUC Order No. 83-130 calls for the closing of this crossing.

Order for Force Work No. 1 & No. 2 to be withdrawn. This will reduce total cost of project by $29,870 and obligation of $26,883 in Federal funds.

DRH/blm

Atachments

cc: L. E. George
V. E. Skoog (Prefix 324-1034-270-01)
(324-1035-900-02)
C.O. Fredrickson
General Files

Form 734-3122

TRH 7.12-1
Salem C

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: March 8, 1983

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: SXF 1296
1297
1327
Crossing No. 3E-67.6 (Claxter Road) - SXF 1296
3E-67.8 (Verda Lane) (NEW)
C-721.79 (Hyacinth Street) (RELOCATED)
SXF 1297 - C-721.8 (Hyacinth Street) (EXISTING)
SXF 1327 - C-722.0 (Claxter Road) (CLOSE)

NOTED
H.S. COULTER

Attached is a copy of Order No. 83-130 issued by the Public Utility Commissioner on March 3, 1983, relative to the above subject matter.

RDT/llr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
R. Kuehn
C. O. Fredrickson - Please give a copy to Project Manager for project on Verda/Hyacinth.
Marlowe Krohn
J. L. Sollis

RECEIVED
STATE HWY ENGR
MAR 8 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ORDER NO. 83-130

ENTERED March 3, 1983

PUC CROSSING NO. 3E-67.6
DOT CROSSING NO. 67 203 S
(Claxter Road)

PUC CROSSING NO. 3E-67.8
(Verda Lane) (NEW)

PUC CROSSING NO. C-721.79
(Hyacinth Street) (RELOCATED)

PUC CROSSING NO. C-721.8
DOT CROSSING NO. 759 646 R
(Hyacinth Street) (EXISTING)

PUC CROSSING NO. C-722.0
DOT CROSSING NO. 759 645 J
(Claxter Road) (CLOSE)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1296
SXF 1297
SXF 1327

In the Matter of the Application of CITY OF SALEM for the authority, pursuant to ORS 763.020, to construct a grade crossing of Verda Lane and Burlington Northern (Oregon-Washington) Inc., Oregon Electric Branch, in Salem (Bush), Marion County, Oregon. (SXF 1296)

In the Matter of the Application of CITY OF SALEM for the authority, pursuant to ORS 763.030, to alter a grade crossing of Hyacinth Street and Southern Pacific Transportation Company, Main Line, in Salem (Labish), Marion County, Oregon. (SXF 1297)

In the Matter of the Investigation on the Commissioner's own Motion, pursuant to ORS 763.030, into the need for safety improvements at

ORDER

the railroad-highway grade crossing of Claxter Road NE and the tracks and right-of-way of Southern Pacific Transportation Company, Main Line, in Salem (Labish), Marion County, Oregon. (SXF 1327)

On December 10, 1981, the City of Salem duly filed two applications with the Commissioner seeking authority, pursuant to ORS 763.020 and 763.030, to construct, relocate, and close various railroad-highway grade crossings involving the tracks and right-of-way of Southern Pacific Transportation Company (SP), Main Line, and Burlington Northern (Oregon-Washington) Inc. (BNO), Oregon Electric Branch, in Salem, Marion County, Oregon. The changes are needed in connection with the construction of the Salem Parkway and its corollary projects. These applications were docketed as SXF 1296 (BNO--new crossing of Verda Lane and proposed closure of Claxter Road crossing No. 3E-67.6) and SXF 1297 (SP--alteration of crossing No. C-721.8, Hyacinth Street).

In a related matter and in accordance with the procedure adopted by the Commissioner's staff on August 9, 1978, and in conformance with ORS 756.515, staff initiated an informal investigation into the need for improved protection at the existing railroad-highway grade crossing No. C-722.0, Claxter Road, and the SP Main Line, in Salem (Labish), Marion County, Oregon. Under cover letter dated February 23, 1982, staff mailed a completed checklist to SP; City of Salem; and Oregon Department of Transportation, Highway Division, all of whom were represented at the on-site meeting. Agreement on all matters of concern in this project was reached among the parties in interest. Commissioner's Order No. 82-275, Docket SXF 1327, entered April 14, 1982, instituted a formal proceeding to effect certain alterations of the existing railroad-highway grade crossing of Claxter Road NE. A proposed final order addressing the various alterations accompanied Order No. 82-275 as its Appendix "A."

Comments and recommendations on the application in Docket SXF 1296 were made as follows: PUC staff, by letters dated December 29, 1981, February 19, March 30, April 27, May 5, 10, and 20, June 9, August 10, October 6, November 5, December 13, 1982, and January 6, 1983; Marion County, by letters dated January 4, August 17 and 20, October 1 and 19, 1982; BNO, by letters dated January 12, March 25, April 16 and 20, May 26, and November 19, 1982; Oregon Department of Transportation, Highway Division, by letter dated January 27, 1982; Bonneville Power Administration, by letters dated February 25, May 7, November 9, 1982, and January 28, 1983; and applicant, by letters dated February 24, July 6, and

December 2, 1982. Applicant amended its application by letters dated January 12, September 29, and October 27, 1982. Arthur M. James (Save Claxter Group), by letter dated May 6, 1982, objected to the application and removed its objection by letter dated December 2, 1982.

Comments and recommendations on the application in Docket SXF 1297 were made as follows: PUC staff, by letters dated December 29, 1981, February 10, May 12 and 20, June 9, August 10, October 6, November 5, December 13, 1982, and January 6, 1983; Marion County, by letters dated January 5, August 17 and 20, October 1 and 19, 1982, and January 18, 1983; Northwest Natural Gas Company, by letter dated January 20, 1982; Oregon Department of Transportation, Highway Division, by letters dated January 27, March 12, May 28, and June 21, 1982; SP, by letters dated May 3, 28, and June 21, 1982; and applicant, by letters dated March 1 and 12, May 13 and 28, July 6, and November 17, 1982. SP, by letter dated February 17, 1982, objected to the application and withdrew its objection by letter dated February 10, 1983. Applicant amended its application by letters dated January 12, September 29, and October 27, 1982.

Copies of the application, amendments, and responses thereto in SXF 1296 were duly served upon the following parties: BNO; Oregon Department of Transportation, Highway Division; Marion County; Portland General Electric Company; Bonneville Power Administration; Keizer Fire District; Marion County Sheriff; Arthur M. James, Portland; Lester E. DeLangh, Salem; Richard Morgan, Salem; Mr. and Mrs. John S. Porter, Salem; R. M. Fitzmaurice & Son, Salem; John DiMugno, Kennewick, Washington; and applicant.

Copies of the application, amendments, and responses thereto in SXF 1297 were duly served upon the following parties: SP; Oregon Department of Transportation, Highway Division; Marion County; Pacific Northwest Bell Telephone Company; Northwest Natural Gas Company; Arthur M. James, Portland; Lester E. DeLangh, Salem; Richard Morgan, Salem; Mr. and Mrs. John S. Porter, Salem; R. M. Fitzmaurice & Son, Salem; John DiMugno, Kennewick, Washington; and applicant.

It became apparent that the three dockets involving four crossings were interrelated and should be combined. Action at any of the crossings, or on the roads involved, influences the other crossings. All parties to the various dockets were informed of the dockets being combined by PUC staff letter dated May 20, 1982. All parties in interest were served with all pertinent correspondence regarding the subject dockets.

In an attempt to resolve outstanding problems in the various dockets, PUC staff by its letter dated January 6, 1983,

circulated a proposed order in these three dockets. Parties were requested to provide their agreement or disagreement with the proposed order and no party has objected.

Appendix 1 attached to and part of this order illustrates the project sites as they exist today.

Appendix 2 attached to and part of this order illustrates the proposed changes in the amended applications.

A brief discussion of applicant's amended proposals for each crossing follows:

Crossing No. 3E-67.6, BNO-Claxter Road (SXF 1296).

Applicant's application in this matter initially proposed the closure of the BNO-Claxter crossing. As amended, this crossing will not be altered. A new road approximately 300 feet east of the Claxter Road-BNO grade crossing will be constructed to connect Claxter Road with Verda-Hyacinth (see Appendix 2) to provide access to the businesses and residences located west of the SP track and east of the Parkway. Claxter Road will be closed westerly of the crossing at the Parkway. This should reduce the average daily traffic at the crossing to approximately 100 vehicles a day. The crossing is currently protected by two Commissioner's Standard No. 2 flashing light signals. The existing signalization will be retained as the crossing protective devices. There has been one reported train-vehicle accident at the crossing in the last ten years resulting in one fatality.

Crossing No. 3E-67.8, BNO-Verda Lane (SXF 1296).

It is proposed to construct a 60-foot wide paved railroad-highway grade crossing of Verda Lane. The new road, will connect Verda Lane (to the west) with Hyacinth Street (to the east). It will intersect, from west to east, the BNO main and industry spur tracks at an angle of approximately 52 degrees. The roadway at the crossing will consist of two 12-foot travel lanes, two 12-foot bus-truck stopping lanes, and two 6-foot bike lanes equipped with curbs and a 5-foot sidewalk on each side. Cantilevered flashing lights and automatic gate signals will be installed as the protection at the crossing.

Crossing No. C-721.79, SP-Hyacinth Street (SXF 1297).

It is proposed that this existing Southern Pacific three-track grade crossing, consisting from east to west of an industry spur track, siding track, and main track, be relocated approximately 61 feet southerly of its present location and be altered to a width of 62 feet. The altered crossing

will consist of a 2-foot center median, two 12-foot travel lanes, two 12-foot bus-truck stopping lanes, and two 6-foot bike lanes equipped with curbs and a 5-foot sidewalk on each side. A "T" intersection of 25th Avenue NE and Hyacinth Street will be constructed approximately 450 feet easterly of the crossing. Cantilevered flashing lights and automatic gate signals will replace the existing vehicle STOP signs and crossbucks as the protective devices at the relocated grade crossing. There have been two reported train-vehicle accidents at the existing crossing in the last ten years. No injuries resulted from these accidents. Current average daily traffic volume at the crossing is estimated to be approximately 200 vehicles. Upon completion of these projects, the average daily vehicle usage is estimated at approximately 9,200 vehicles.

Crossing No. C-722.0, SP-Claxter Road (SXF 1327).

It is proposed that this single track crossing of the SP Main Line be closed and that a cul-de-sac be constructed on each side of the track with barricades at the former crossing. The closure will take place concurrently with the opening of the relocated Hyacinth Street grade crossing to vehicular traffic. The crossing is currently protected with flashing light signals. There have been four reported train-vehicle accidents at the crossing in the last ten years resulting in one fatality and eight injuries.

Due consideration has been given to all representations in the applications, amendments, and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the applications, amendments, field investigation, and files of the Commissioner, it is found that the construction, relocation, and closure of the grade crossings described above are required by the public safety and general welfare. It is neither economical nor practical to construct a separated crossing of Verda Lane. The applications as amended, including closure of the Southern Pacific Claxter Road grade crossing should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to construct, relocate, and close crossings as set forth herein is hereby granted.

2. Applicant shall:

   a. At Crossing No. 3E-67.6, BNO-Claxter Road:

(1) Maintain that portion of the crossing lying outside lines drawn two feet outside each rail to accommodate a roadway 24 feet in width, and bear all the cost thereof;

(2) Maintain standard advance warning signs and advance warning pavement markings at appropriate locations on each roadway approach to the crossing, and bear all the cost thereof; and

(3) Maintain a stop clearance line on each side of the track at the crossing, and bear all the cost thereof.

b. At New Crossing No. 3E-67.8, BNO-Verda Lane:

(1) Construct that portion of the crossing lying outside lines drawn two feet outside each rail of each track at the crossing to accommodate a paved roadway 60 feet in width, consisting of two 6-foot bike lanes and four 12-foot travel lanes, equipped with curbs and a 5-foot sidewalk on each side, and bear 13.875 percent of the cost thereof;

(2) Furnish and install 7-inch vertical face curbs on each roadway approach to the crossing, the curbing to commence not less than 10 feet from the centerline of the nearest track and to extend away from the track for a distance of not less than 100 feet, and bear 13.875 percent of the cost thereof;

(3) Furnish and install standard advance warning signs and advance warning pavement markings at appropriate locations on each roadway approach to the crossing, and bear 13.875 percent of the cost thereof;

(4) Furnish and install a stop clearance line on each travel lane on each side of the crossing at a point one foot in advance of each automatic gate signal, and bear 13.875 percent of the cost thereof;

(5) Bear 13.875 percent of the cost of furnishing and installing the automatic signalization, circuitry, multiple track signs, and railroad STOP signs as ordered herein;

(6) Bear 13.875 percent of the cost of constructing that portion of the crossing lying between lines drawn two feet outside each rail of each track; and

(7) Maintain the advance warning signs, advance warning pavement markings, stop clearance lines, and curbing as ordered herein; and maintain that portion of the crossing lying outside lines drawn two feet outside each rail of each track at the crossing, and bear all the cost thereof.

c. <u>At Crossing No. C-721.79, SP-Hyacinth Street</u>:

(1) Relocate the existing crossing 61 feet to the south and construct that portion of the crossing lying outside lines drawn two feet outside each rail of each track at the crossing to accommodate a paved street 62 feet in width, consisting of a 2-foot center median, four 12-foot travel lanes, and two 6-foot bike lanes, equipped with curbs and a 5-foot sidewalk on each side, and bear 13.875 percent of the cost thereof;

(2) Furnish and install 7-inch vertical face curbs on each roadway approach to the crossing, the curbing to commence not less than 10 feet from the centerline of the nearest track and to extend away from the track for a distance of not less than 100 feet, and bear 13.875 percent of the cost thereof;

(3) Furnish and install standard advance warning signs and advance warning pavement markings at appropriate locations on each roadway approach to the crossing, and bear 13.875 percent of the cost thereof;

(4) Furnish and install a stop clearance line on each travel lane on each side

of the crossing at a point one-foot in advance of each automatic gate signal, and bear 13.875 percent of the cost thereof;

(5) Bear 13.875 percent of the cost of furnishing and installing the automatic signalization, circuitry, multiple track signs, and railroad STOP signs as ordered herein;

(6) Bear 13.875 percent of the cost of constructing that portion of the relocated crossing lying between lines drawn two feet outside each rail of each track at the crossing to a width of 62 feet;

(7) Bear 13.875 percent of the cost of removing the crossing surface material and passive protective devices from the railroad right-of-way at the existing Hyacinth grade crossing No. C-721.8;

(8) Furnish and install a barrier on each side of the existing crossing (No. C-721.8), and bear 13.875 percent of the cost thereof; and

(9) Maintain the advance warning signs, advance warning pavement markings, stop clearance lines, curbing, and barricades as ordered herein; and maintain that portion of the crossing lying outside lines drawn two feet outside each rail of each track at the crossing, and bear all the cost thereof.

d. <u>At Crossing No. C-722.0, SP-Claxter Road</u>:

(1) Furnish and install a standard highway-type barricade on each side of the track, not less than 10 feet from the centerline of the track, and bear 13.875 percent of the cost thereof;

(2) Bear 13.875 percent of the cost of removing that portion of the crossing surface lying between lines drawn two feet outside each rail at the crossing;

(3) Remove the advance warning sign on each roadway approach to the crossing, and bear all the cost thereof; and

(4) Maintain the barricades as ordered herein, and bear all the cost thereof.

3. Burlington Northern (Oregon-Washington) Inc. shall:

a. At Crossing No. 3E-67.6, BNO-Claxter Road:

(1) Maintain the existing flashing light signals and circuitry, and bear all the cost thereof; and

(2) Maintain that portion of the crossing lying between lines drawn two feet outside each rail at the crossing, and bear all the cost thereof.

b. At Crossing No. 3E-67.8, BNO-Verda Lane:

(1) Subject to reimbursement as provided herein, construct that portion of the crossing lying between lines drawn two feet outside each rail of each track at the crossing to accommodate a roadway 60 feet in width;

(2) Subject to reimbursement as provided herein, furnish and install two Commissioner's Standard No. 2B cantilevered flashing light signals, equipped with gongs and multiple track signs, and two Commissioner's Standard No. 4 automatic gate signals, to be located not less than 34 feet 1 inch from the centerline of the roadway. The gate arms in the lowered position will be perpendicular to the centerline of the roadway and the tip of the gate arms shall be not less than 10 feet from the centerline of the nearest track. Said signals will be activated by constant warning time devices on the main track and island track circuits, supplemented with railroad STOP signs, on the industry spur track;

(3) Subject to reimbursement as provided herein, furnish and install railroad STOP signs on the industry spur track, one on each side of Verda Lane; and

(4) Maintain the automatic protective devices, circuitry, multiple track signs, and railroad STOP signs ordered herein, and maintain that portion of the crossing lying between lines drawn two feet outside of each rail of each track at the crossing, and bear all the cost thereof.

4. Southern Pacific Transportation Company shall:

a. At Crossing No. C-721.79, SP-Hyacinth Street:

(1) Subject to reimbursement as provided herein, construct that portion of the relocated crossing lying between lines drawn two feet outside of each rail of each track at the crossing to accommodate a roadway 62 feet in width;

(2) Subject to reimbursement as provided herein, furnish and install two Commissioner's Standard No. 2B cantilevered flashing light signals, equipped with gongs and multiple track signs, and two Commissioner's Standard No. 4 automatic gate signals, to be located not less than 12 feet from the centerline of the nearest track and not less than 35 feet 1 inch from the centerline of the roadway. Said signals will be activated by constant warning time-type devices on the main and siding tracks and island circuits supplemented with railroad STOP signs, on the industry spur track;

(3) Subject to reimbursement as provided herein, furnish and install railroad STOP signs on the industry spur track, one on each side of Hyacinth Street;

(4) Maintain the automatic protective devices, circuitry, multiple track signs, and railroad STOP signs ordered herein, and maintain that portion of the crossing lying between lines drawn two feet outside of each rail of each track at the crossing, and bear all the cost thereof; and

(5) Subject to reimbursement as provided herein, remove the crossing surface

material and railroad signs from the railroad right-of-way at the existing crossing.

b. At Crossing No. C-722.0, SP-Claxter Road:

(1) Close the grade crossing to all traffic immediately following the opening of the relocated Hyacinth Street grade crossing to vehicular traffic;

(2) Subject to reimbursement as provided herein, remove all existing crossing surface material lying between the rails and to a point not less than two feet outside each rail; and

(3) Remove all existing crossing protective devices at the crossing, and bear all the cost thereof.

5. Each party shall notify Northwest Natural Gas Company at least 48 hours in advance of any construction at the relocated crossing of Hyacinth Street (Crossing No. C-721.79).

6. Oregon Department of Transportation, Highway Division, shall, utilizing federal funding, bear 85.0 percent of the cost of furnishing and installing the automatic signalization, circuitry, multiple track signs, railroad STOP signs, curbing, barricades, and construction of the Verda Lane grade crossing, relocation of Hyacinth Street grade crossing, and closure of Claxter Road grade crossing of the Southern Pacific as ordered herein.

7. Marion County shall bear 1.125 percent of furnishing and installing the automatic signalization, circuitry, multiple track signs, railroad STOP signs, curbing, barricades, and construction of the Verda Lane grade crossing, relocation of Hyacinth Street grade crossing, and closure of Claxter Road crossing of the Southern Pacific as ordered herein.

8. Each party shall notify the Commissioner upon completion of its portion of the project.

9. The investigation initiated by Order No. 82-275, entered April 14, 1982, is hereby terminated.

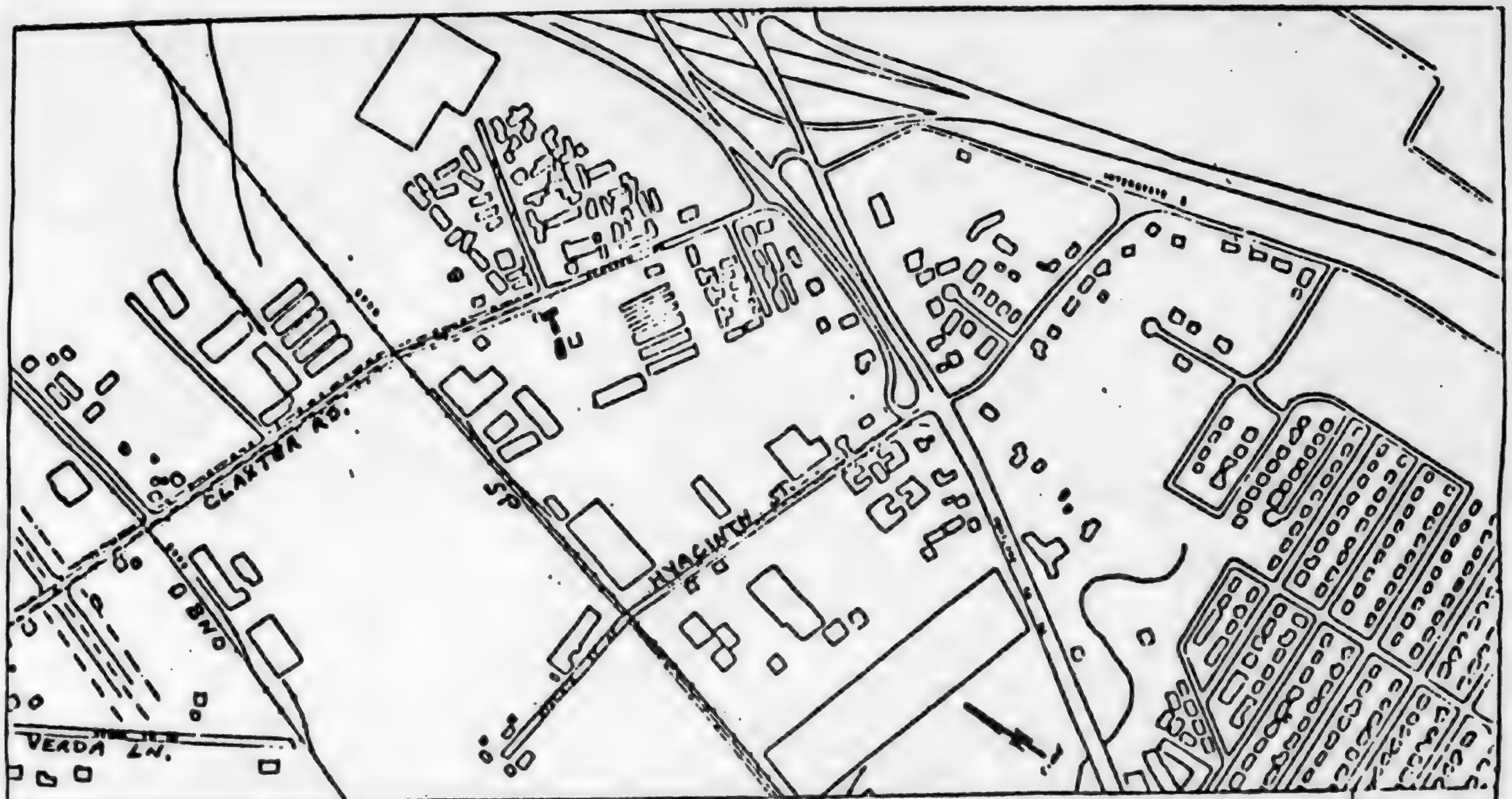
Made, entered, and effective 3/3/83.

PUBLIC UTILITY COMMISSIONER OF OREGON

JOHN J. LOBDELL
Public Utility Commissioner

jcp/2942W

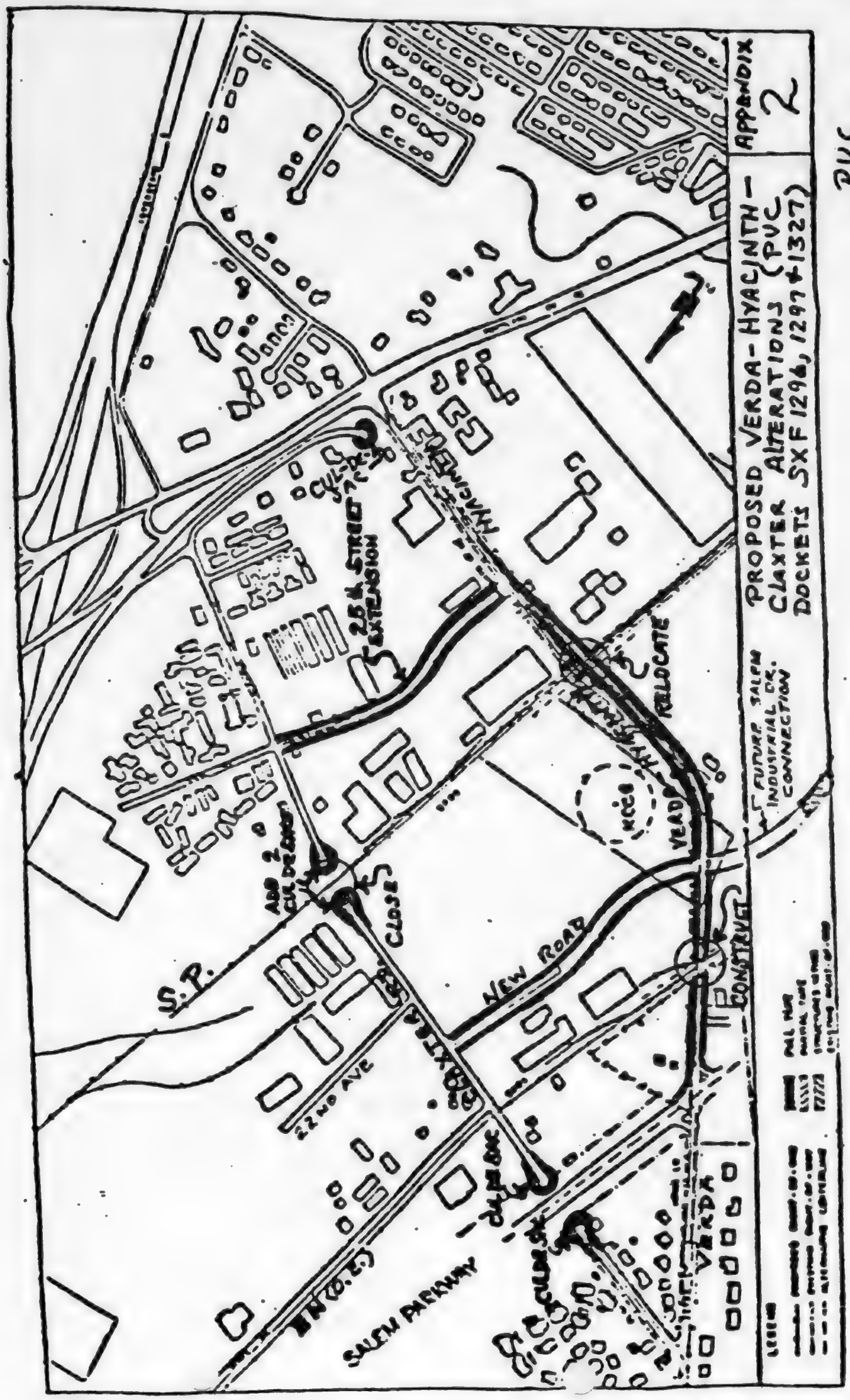
ADER NO. 83-130



EXISTING VERDA-HYACINTH-CLAXTER AREA (PUC DOCKETS SXF 1296 1297 & 1327)

APPENDIX 1

PUC
12/27/82


APPENDIX 2
PROPOSED VERDA-HYACINTH-CLAXTER ALTERATIONS (PVC DOCKETS SXF 1296, 1297 & 1327)
PVC 2/28/83
HYACINTH
25th STREET EXTENSION
KELLOGATE
VERDA
CONSTRUCT
NEW ROAD
CLAXTER
22ND AVE
S.P.
SALEM PARKWAY
EXISTING
ALL PVC
FUTURE

TRA 7.12-1
Salem

VICTOR ATIYEH
GOVERNOR

PUBLIC UTILITY COMMISSIONER OF OREGON

LABOR & INDUSTRIES BUILDING, SALEM OREGON 97310 PHONE (503) 378-5542

June 9, 1982

NOTED
E. S. HUNTER

All Parties in Interest

RE: PUC Dockets SXF 1296, Verda Lane; SXF 1297, Hyacinth Street; and SXF 1327, Claxter Road, Salem
C-7227

The Commissioner has ordered that hearings be held in the above-listed cases. Each docket is an entirely separate case; however, each case is germane to the others. Therefore, each docket will be addressed in a single hearing. The hearing has not been scheduled, but we anticipate that it will be held around the middle of July.

Due to requests by various parties in interest for on-site meetings, PUC staff has scheduled an informal meeting at 1:00 p.m. on Wednesday, June 16, 1982, in Conference Room A, Basement, Labor & Industries Building, Salem. The meeting is being held to attempt to clarify some of the questions that have been raised in these cases, and to try to resolve some of the differences between the various parties in interest to avert the hearing if possible.

PUC staff invites the parties in interest to these cases to attend the meeting on June 16.

L. W. Walling, Jr.
Transportation Specialist
Rail Rate and Service Division

jlr:2717J

cc: DJA
CJR
DAS

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LXC: E.S. Hunter
H.J. Versteeg

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RR & UTILITY UNIT

PUBLIC UTILITY COMMISSIONER OF OREGON
INTER-OFFICE CORRESPONDENCE
(NOT FOR MAILING)

DATE: May 20, 1982

TO: Parties in Interest in SXF 1296, 1297, and 1327

FROM: Dave Astle

SUBJECT: SXF 1296; BN Verda Lane, Salem
SXF 1297; SP Hyacinth, Salem
SXF 1327; SP Claxter, Salem

cc Alan Hershner
Ron Merry City Salem
Bob Hansen Marion Co
Vorstegg
Hart
Fred D. Frygstad
Fredrick & Sim
5-25-82

Commissioner Lobdell has decided that a public hearing should be held in SXF 1296, the application of the City of Salem to construct Verda Lane across Burlington Northern's Oregon Electric Branch. The Commissioner's decision was based on reviewing an objection submitted by Arthur M. James. Southern Pacific has entered an objection in SXF 1297, the city's application to alter the existing crossing of Hyacinth Street and the SP main line. That matter is related to SXF 1296 and will be set for hearing at the same time. Finally, SP's objection to the Hyacinth matter is based at least partially on the city's plan to retain the SP crossing of Claxter Avenue, which is being considered for signalization in SXF 1327. Therefore, it will also be set for hearing.

We have asked for a hearing date as soon as possible to minimize the delay to these important projects.

Staff plans to take a position supporting closure of one or both of the Claxter Avenue crossings. Based on the city's current plans for traffic circulation in the area after the construction of the Salem Parkway, retention of the SP Claxter crossing appears to be the most feasible option, unless both Claxter crossings could be closed by constructing a new access road between the two railroads, connecting Claxter and Hyacinth. This possibility apparently has been explored by city staff, and does not appear to be financially feasible at this time.

All parties planning to participate in this hearing are urged to prepare their positions so that the hearing will not need to be postponed, and thus create further delays. Staff is particularly concerned about further delay in securing automatic gate signalization at the SP Claxter crossing, if it is finally decided that this crossing will be retained.

cjc:1862C

cc: All parties in interest
JJL
LEM
CJR
LWW
DGB
DAS
Pat Amadeo, Governor's Office

XC: E. S. Hanson

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GOVERNOR

PUBLIC UTILITY COMMISSIONER OF OREGON

LABOR & INDUSTRIES BUILDING, SALEM OREGON 97310 PHONE (503) 378-6660

December 3, 1981

cc Veneltog
12-8-81

Bruce Schafer, PE
Traffic Engineer
City of Salem - City Hall
Salem OR 97301

RE: C-722.0, Claxter Road, Salem

In August 1978, we advised the City of Salem that the Claxter Road/SP grade crossing had been programmed for preliminary engineering using Title 203 Federal Funds.

Since our initial notification, the City has sought and received three delays in implementing any improvements of the existing crossing, pending resolution of various improvement projects in the Claxter Road area. The latest word we have from the City indicates the completed environmental impact statement would go before the Salem City Council in July 1981. To date, we have not been informed of the Council's action.

Staff has watched the Salem Parkway Project with a great deal of interest. We now have in-house an application for a separated crossing which is the direct result of the construction of the Parkway. However, we still have not been advised of the plan for the subject grade crossing.

The Verda-Hiacynth (V-H) Corollary Project seems to be meeting with substantial approval, but the "push" for closure of the SP/Claxter Road grade crossing seems to have lost its momentum, and it would appear that it is intended to retain the subject grade crossing.

After more than three years, a fatal and a multiple injury accident, we feel a decision from the City of Salem regarding their plans for the subject grade crossing is due. The railroad, Federal Highway Administration

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and PUC staff have anxiously and patiently awaited your decision. We wish to proceed with this project immediately if the current intent is to retain the SP/Claxter Road grade crossing.

Staff has proposed, and still supports, construction of an access road from the V-H Corollary Project (between the BN and SP tracks) to the property between the tracks and north of the V-H roadway alignment. This road would make it possible to eliminate both the SP/Claxter and BN/Claxter Road grade crossings. We believe such a roadway would allow the safest routing for motorists, without limiting access, and would eliminate two existing railroad-highway grade crossings.

The City of Salem's last communication regarding this matter was on January 13, 1981. We request an update on the subject crossing at the earliest possible date.

If you have any questions or comments, please call me at 378-6660.

Craig J. Reiley

Craig J. Reiley
Administrator
Rail Rate and Service Division

cd/1477D

cc: C-722.0
3E-067.60
FHWA
R. D. Trygstad, ODOT
D.J.A.
D.A.S.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ~~ROW 18-2~~

January 15, 1979
Salem, Oregon

FROM: Roger D. Trygstad
Railroad & Utility Engineer

TO: C. W. Head, Manager
Commission Services

SUBJECT: Service Contract
Crossing No. C-722.00
Claxter Road
Marion County
ODOT Agreement No. RR-959

B U I L D I N G

RAILROAD COMPANIES
FILE No. 959

Attached is the State's fully executed counterpart of a Service Contract between the Southern Pacific Transportation Company and the Oregon Department of Transportation, Highway Division, calling for the installation of grade crossing protection devices at the grade crossing of Southern Pacific Transportation Company, Mainline and Claxter Road, in Salem, Marion County, Oregon.

The cost of the installation of these grade crossing protection devices will be borne 90 percent by Title II Federal Highway funds with the remaining 10 percent being borne by the State Grade Crossing Protection Account. Distribution of conformed copies has been made as indicated below.

The Construction Division will be responsible for monitoring the railroad's work under the terms of this Service Contract and approval of the final bill. The Accounting Section will be responsible for auditing the final bill. Section heads should thoroughly review the agreement to understand the responsibilities their section must bear under the terms of this agreement.

RDT/seb
Attachment
cc: G. L. Green w/copy agreement
C. T. Keasey w/copy agreement
J. L. Sollis
Dick Bladorn w/copy agreement
V. E. Skoog w/copy agreement
D. E. Swan w/2 copies agreement
C. O. Fredrickson w/2 copies agreement
Loren Weber w/copy agreement

ROBERT W STRAUB
GOVERNOR

ROW 18-2

Department of Transportation
STATE HIGHWAY DIVISION

December 20, 1978

Southern Pacific Transportation Company
One Market Street
San Francisco, CA 94105

Attention H. B. Berkshire

Service Contract No. 78-22
Crossing No. C-722.00
Claxter Road & SPTC Mainline
Marion County
ODOT Agreement No. RR-959

Dear Sir:

Enclosed are the duplicate counterparts of the Service Contract for the above-captioned grade crossing. These documents were approved and signed by the Right-of-Way Manager and are now being returned to you for final execution by your principals.

You are hereby authorized to proceed with the adjustment of your facilities as detailed in Exhibit A and shown on Drawing 1788 as of November 20, 1978. Please contact my office at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to November 20, 1978 will be made subject to the provisions of FHPM 1.4.3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of this work in the bill.

Yours truly,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/seb
Enclosures
cc: Southern Pacific, Portland
bc: G. L. Green w/copy
C. W. Head
C. T. Keasey
J. L. Sollis
Dick Bladorn w/copy
D. E. Swan w/2 copies
C. O. Fredrickson
w/2 copies

NOTE TO C. O. FREDRICKSON: Please have an Order for State Force Work prepared and submitted to L. E. George for this work. Return one copy of Exhibit A with SFO. This is Title II project RRP-000S(12). One copy of agreement to Resident Engineer. Please advise as to who Resident Engineer will be. RDT

Form 81-734 3/23

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RRP-000S(12)

STATE PROJECT NO.: See below

COUNTY NAME: Marion

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80086

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
11-20-78	11-20-78	FAU 1675 - 1705 - 1685	City Streets & County Rd

GENERAL LOCATION:

N.E. Salem RR Signal Project (SPRR X'ing #C722.00 Claxter Rd.)

GENERAL DESCRIPTION OF WORK:

Install signals and gates

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☒ CONSTRUCTION - PROCEED ~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 11-29-78 letter you are authorized to proceed with the work covered by the Agreement with Southern Pacific Transportation Company, approved by the Highway Division on 11-20-78, at a total estimated cost of $28,720 - Federal Funds $25,848.

Preliminary engineering charges for work necessary to prepare final plans for this project are eligible even though PS&E approval has been granted.

Swan 12-19

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-12-78	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO

ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: August 10, 1984

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: SXF 1296
SXF 1297
SXF 1327

PUC CROSSING NO. 3E-67.6
DOT CROSSING NO. 67 203 S
(Claxter Road)

PUC CROSSING NO. 3E-67.8
(Verda Lane) (NEW)

PUC CROSSING NO. C-721.79
(Hyacinth Street) (RELOCATED)

PUC CROSSING NO. C-721.8
DOT CROSSING NO. 759 646 R
(Hyacinth Street) (EXISTING)

PUC CROSSING NO. C-722.0
DOT CROSSING NO. 759 645 J
(Claxter Road) (CLOSE)

In the Matter of the Application of CITY OF SALEM for the authority, pursuant to ORS 763.020, to construct a grade crossing of Verda Lane and Burlington Northern (Oregon-Washington) Inc., Oregon Electric Branch, in Salem (Bush), Marion County, Oregon. (SXF 1296)

In the Matter of the Application of CITY OF SALEM for the authority, pursuant to ORS 763.030, to alter a grade crossing of Hyacinth Street and Southern Pacific Transportation Company, Main Line, in Salem (Labish), Marion County, Oregon. (SXF 1297)

In the Matter of the Investigation on the Commissioner's own Motion, pursuant to ORS 763.030, into the need for safety improvements at the railroad-highway grade crossing of Claxter Road NE and the tracks and right-of-way of Southern Pacific Transportation Company, Main Line, in Salem (Labish), Marion County, Oregon. (SXF 1327)

NOTED
H. S. COULTER

Attached is a copy of Order No. 84-607 issued by the Public Utility Commissioner on August 6, 1984, relative to the above subject matter.

RDT/nv
Attachment
cc: Richard Arnold, FHWA -w/att.
E. S. Hunter - w/att.
C. O. Fredrickson - w/att.
R. L. Schroeder - w/att.
D. O. Christensen - Please give copy to Project Manager
J. L. Gunter - w/att.
J. L. Sollis - w/att.

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Contains Recycled Materials

ORDER NO. 84-607

ENTERED AUGUST 06 1984

PUC CROSSING NO. 3E-67.6
DOT CROSSING NO. 67 203 S
(Claxter Road)

PUC CROSSING NO. 3E-67.8
(Verda Lane) (NEW)

PUC CROSSING NO. C-721.79
(Hyacinth Street) (RELOCATED)

PUC CROSSING NO. C-721.8
DOT CROSSING NO. 759 646 R
(Hyacinth Street) (EXISTING)

PUC CROSSING NO. C-722.0
DOT CROSSING NO. 759 645 J
(Claxter Road) (CLOSE)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1296
SXF 1297
SXF 1327

In the Matter of the Application of CITY OF SALEM for the authority, pursuant to ORS 763.020, to construct a grade crossing of Verda Lane and Burlington Northern (Oregon-Washington) Inc., Oregon Electric Branch, in Salem (Bush), Marion County, Oregon. (SXF 1296)

In the Matter of the Application of CITY OF SALEM for the authority, pursuant to ORS 763.030, to alter a grade crossing of Hyacinth Street and Southern Pacific Transportation Company, Main Line, in Salem (Labish), Marion County, Oregon. (SXF 1297)

AMENDING ORDER

RECEIVED
AUG 10 1984
RR & UTILITY UNIT

ORDER NO. 84-607

In the Matter of the Investigation on the Commissioner's own Motion, pursuant to ORS 763.030, into the need for safety improvements at the railroad-highway grade crossing of Claxter Road NE and the tracks and right-of-way of Southern Pacific Transportation Company, Main Line, in Salem (Labish), Marion County, Oregon. (SXF 1327)

On March 3, 1983, the Commissioner entered Order No. 83-130 in the above dockets. It granted applicant authority to: (1) construct a railroad-highway grade crossing of Verda Lane (Docket SXF 1296) and the existing tracks and right-of-way of Burlington Northern (Oregon-Washington) Inc., Oregon Electric Branch, in Salem (Bush), Marion County, Oregon; (2) alter and relocate the existing grade crossing of Hyacinth Street (Docket SXF 1297) with the tracks and right-of-way of Southern Pacific Transportation Company, Main Line, in Salem (Labish); and (3) close the existing grade crossing of Claxter Road NE (Docket SXF 1327) and the tracks and right-of-way of Southern Pacific Transportation Company, Main Line, in Salem (Labish), concurrently with the opening of the Verda Lane-Hyacinth Street grade crossings.

On March 15, 1983, the Commissioner entered Order No. 83-143, in Docket R 84, and on August 22, 1983, entered Supplemental Order No. 83-551, revising Divisions 42, 43, and 47 of the Commissioner's Rules and Regulations relating to railroad-highway crossings. OAR 860-43-065 states:

> Authority to construct or alter a crossing expires two years from the effective date of the order granting such authority unless the authorized construction or alteration is commenced within that period or within such additional period as may have been provided by order of the Commissioner. Unless otherwise specified therein, authority granted by orders entered by the Commissioner prior to (the effective date of these rules) shall expire on January 1, 1985, unless the authorized crossing construction or alteration is substantially underway before that date, or unless an extension is granted by the Commissioner.

Order No. 83-130, entered March 3, 1983, is silent as to the length of time allowed for the commencement of construction of the Verda Lane grade crossing and alteration of the Hyacinth Street grade crossing. Therefore, without further action, the authority provided in Order No. 83-130 will expire on January 1, 1985.

By letter dated June 20, 1984, applicant requested an extension of time authorized to commence construction of the Verda Lane and Hyacinth Street projects. Right-of-way acquisition is presently expected to be completed in December 1984, with construction to begin as soon thereafter as possible. It is doubtful that construction on these projects will commence prior to January 1, 1985.

Copies of applicant's letter requesting amendment of Order No. 83-130 and a proposed amending order in these matters were served upon all parties in interest on July 17, 1984. The parties were given 15 days to respond. No objection by any party has been made to the requested amendment or proposed amending order.

Accordingly, the Commissioner finds that the deadline for initiating construction and alteration of the Verda and Hyacinth crossings and closure of the Claxter Road crossing should be extended as provided below.

IT IS THEREFORE ORDERED that the authority to construct and alter the grade crossings of Verda Lane and Hyacinth Street, respectively, granted by Order No. 83-130, is effective until January 1, 1986. Construction or alteration must be substantially in progress by that date. If this condition is not met, then the authority expires on that date. As provided by Order No. 83-130, closure of the Claxter Road crossing will be effected upon opening of the Verda and Hyacinth crossings for traffic.

IT IS FURTHER ORDERED that all provisions in Order No. 83-130, to the extent they are not in conflict with the provisions of this order, shall remain in effect.

Made, entered, and effective August 6, 1984.

GENE MAUDLIN
Public Utility Commissioner

alm/1015o

TRA 7.12-1
Sollis

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: March 8, 1983

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: SXF 1296
1297
1327
Crossing No. 3E-67.6 (Claxter Road) - SXF 1296
3E-67.8 (Verda Lane) (NEW)
C-721.79 (Hyacinth Street) (RELOCATED)
SXF 1297 - C-721.8 (Hyacinth Street) (EXISTING)
SXF 1327 - C-722.0 (Claxter Road) (CLOSE)

NOTED
H.S. COULTER

Attached is a copy of Order No. 83-130 issued by the Public Utility Commissioner on March 3, 1983, relative to the above subject matter.

RDT/llr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
R. Kuehn
C. O. Fredrickson - Please give a copy to Project Manager for project on Verda/Hyacinth.
Marlowe Krohn
J. L. Sollis

RECEIVED
STATE HWY ENGR
MAR 8 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ORDER NO. 83-130

ENTERED March 3, 1983

PUC CROSSING NO. 3E-67.6
DOT CROSSING NO. 67 203 S
(Claxter Road)

PUC CROSSING NO. 3E-67.8
(Verda Lane) (NEW)

PUC CROSSING NO. C-721.79
(Hyacinth Street) (RELOCATED)

PUC CROSSING NO. C-721.8
DOT CROSSING NO. 759 646 R
(Hyacinth Street) (EXISTING)

PUC CROSSING NO. C-722.0
DOT CROSSING NO. 759 645 J
(Claxter Road) (CLOSE)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1296
SXF 1297
SXF 1327

In the Matter of the Application of CITY OF SALEM for the authority, pursuant to ORS 763.020, to construct a grade crossing of Verda Lane and Burlington Northern (Oregon-Washington) Inc., Oregon Electric Branch, in Salem (Bush), Marion County, Oregon. (SXF 1296)

In the Matter of the Application of CITY OF SALEM for the authority, pursuant to ORS 763.030, to alter a grade crossing of Hyacinth Street and Southern Pacific Transportation Company, Main Line, in Salem (Labish), Marion County, Oregon. (SXF 1297)

In the Matter of the Investigation on the Commissioner's own Motion, pursuant to ORS 763.030, into the need for safety improvements at

ORDER

the railroad-highway grade crossing of Claxter Road NE and the tracks and right-of-way of Southern Pacific Transportation Company, Main Line, in Salem (Labish), Marion County, Oregon. (SXF 1327)

On December 10, 1981, the City of Salem duly filed two applications with the Commissioner seeking authority, pursuant to ORS 763.020 and 763.030, to construct, relocate, and close various railroad-highway grade crossings involving the tracks and right-of-way of Southern Pacific Transportation Company (SP), Main Line, and Burlington Northern (Oregon-Washington) Inc. (BNO), Oregon Electric Branch, in Salem, Marion County, Oregon. The changes are needed in connection with the construction of the Salem Parkway and its corollary projects. These applications were docketed as SXF 1296 (BNO--new crossing of Verda Lane and proposed closure of Claxter Road crossing No. 3E-67.6) and SXF 1297 (SP--alteration of crossing No. C-721.8, Hyacinth Street).

In a related matter and in accordance with the procedure adopted by the Commissioner's staff on August 9, 1978, and in conformance with ORS 756.515, staff initiated an informal investigation into the need for improved protection at the existing railroad-highway grade crossing No. C-722.0, Claxter Road, and the SP Main Line, in Salem (Labish), Marion County, Oregon. Under cover letter dated February 23, 1982, staff mailed a completed checklist to SP; City of Salem; and Oregon Department of Transportation, Highway Division, all of whom were represented at the on-site meeting. Agreement on all matters of concern in this project was reached among the parties in interest. Commissioner's Order No. 82-275, Docket SXF 1327, entered April 14, 1982, instituted a formal proceeding to effect certain alterations of the existing railroad-highway grade crossing of Claxter Road NE. A proposed final order addressing the various alterations accompanied Order No. 82-275 as its Appendix "A."

Comments and recommendations on the application in Docket SXF 1296 were made as follows: PUC staff, by letters dated December 29, 1981, February 19, March 30, April 27, May 5, 10, and 20, June 9, August 10, October 6, November 5, December 13, 1982, and January 6, 1983; Marion County, by letters dated January 4, August 17 and 20, October 1 and 19, 1982; BNO, by letters dated January 12, March 25, April 16 and 20, May 26, and November 19, 1982; Oregon Department of Transportation, Highway Division, by letter dated January 27, 1982; Bonneville Power Administration, by letters dated February 25, May 7, November 9, 1982, and January 28, 1983; and applicant, by letters dated February 24, July 6, and

December 2, 1982. Applicant amended its application by letters dated January 12, September 29, and October 27, 1982. Arthur M. James (Save Claxter Group), by letter dated May 6, 1982, objected to the application and removed its objection by letter dated December 2, 1982.

Comments and recommendations on the application in Docket SXF 1297 were made as follows: PUC staff, by letters dated December 29, 1981, February 10, May 12 and 20, June 9, August 10, October 6, November 5, December 13, 1982, and January 6, 1983; Marion County, by letters dated January 5, August 17 and 20, October 1 and 19, 1982, and January 18, 1983; Northwest Natural Gas Company, by letter dated January 20, 1982; Oregon Department of Transportation, Highway Division, by letters dated January 27, March 12, May 28, and June 21, 1982; SP, by letters dated May 3, 28, and June 21, 1982; and applicant, by letters dated March 1 and 12, May 13 and 28, July 6, and November 17, 1982. SP, by letter dated February 17, 1982, objected to the application and withdrew its objection by letter dated February 10, 1983. Applicant amended its application by letters dated January 12, September 29, and October 27, 1982.

Copies of the application, amendments, and responses thereto in SXF 1296 were duly served upon the following parties: BNO; Oregon Department of Transportation, Highway Division; Marion County; Portland General Electric Company; Bonneville Power Administration; Keizer Fire District; Marion County Sheriff; Arthur M. James, Portland; Lester E. DeLangh, Salem; Richard Morgan, Salem; Mr. and Mrs. John S. Porter, Salem; R. M. Fitzmaurice & Son, Salem; John DiMugno, Kennewick, Washington; and applicant.

Copies of the application, amendments, and responses thereto in SXF 1297 were duly served upon the following parties: SP; Oregon Department of Transportation, Highway Division; Marion County; Pacific Northwest Bell Telephone Company; Northwest Natural Gas Company; Arthur M. James, Portland; Lester E. DeLangh, Salem; Richard Morgan, Salem; Mr. and Mrs. John S. Porter, Salem; R. M. Fitzmaurice & Son, Salem; John DiMugno, Kennewick, Washington; and applicant.

It became apparent that the three dockets involving four crossings were interrelated and should be combined. Action at any of the crossings, or on the roads involved, influences the other crossings. All parties to the various dockets were informed of the dockets being combined by PUC staff letter dated May 20, 1982. All parties in interest were served with all pertinent correspondence regarding the subject dockets.

In an attempt to resolve outstanding problems in the various dockets, PUC staff by its letter dated January 6, 1983,

circulated a proposed order in these three dockets. Parties were requested to provide their agreement or disagreement with the proposed order and no party has objected.

Appendix 1 attached to and part of this order illustrates the project sites as they exist today.

Appendix 2 attached to and part of this order illustrates the proposed changes in the amended applications.

A brief discussion of applicant's amended proposals for each crossing follows:

Crossing No. 3E-67.6, BNO-Claxter Road (SXF 1296).

Applicant's application in this matter initially proposed the closure of the BNO-Claxter crossing. As amended, this crossing will not be altered. A new road approximately 300 feet east of the Claxter Road-BNO grade crossing will be constructed to connect Claxter Road with Verda-Hyacinth (see Appendix 2) to provide access to the businesses and residences located west of the SP track and east of the Parkway. Claxter Road will be closed westerly of the crossing at the Parkway. This should reduce the average daily traffic at the crossing to approximately 100 vehicles a day. The crossing is currently protected by two Commissioner's Standard No. 2 flashing light signals. The existing signalization will be retained as the crossing protective devices. There has been one reported train-vehicle accident at the crossing in the last ten years resulting in one fatality.

Crossing No. 3E-67.8, BNO-Verda Lane (SXF 1296).

It is proposed to construct a 60-foot wide paved railroad-highway grade crossing of Verda Lane. The new road, will connect Verda Lane (to the west) with Hyacinth Street (to the east). It will intersect, from west to east, the BNO main and industry spur tracks at an angle of approximately 52 degrees. The roadway at the crossing will consist of two 12-foot travel lanes, two 12-foot bus-truck stopping lanes, and two 6-foot bike lanes equipped with curbs and a 5-foot sidewalk on each side. Cantilevered flashing lights and automatic gate signals will be installed as the protection at the crossing.

Crossing No. C-721.79, SP-Hyacinth Street (SXF 1297).

It is proposed that this existing Southern Pacific three-track grade crossing, consisting from east to west of an industry spur track, siding track, and main track, be relocated approximately 61 feet southerly of its present location and be altered to a width of 62 feet. The altered crossing

will consist of a 2-foot center median, two 12-foot travel lanes, two 12-foot bus-truck stopping lanes, and two 6-foot bike lanes equipped with curbs and a 5-foot sidewalk on each side. A "T" intersection of 25th Avenue NE and Hyacinth Street will be constructed approximately 450 feet easterly of the crossing. Cantilevered flashing lights and automatic gate signals will replace the existing vehicle STOP signs and crossbucks as the protective devices at the relocated grade crossing. There have been two reported train-vehicle accidents at the existing crossing in the last ten years. No injuries resulted from these accidents. Current average daily traffic volume at the crossing is estimated to be approximately 200 vehicles. Upon completion of these projects, the average daily vehicle usage is estimated at approximately 9,200 vehicles.

Crossing No. C-722.0, SP-Claxter Road (SXF 1327).

It is proposed that this single track crossing of the SP Main Line be closed and that a cul-de-sac be constructed on each side of the track with barricades at the former crossing. The closure will take place concurrently with the openirg of the relocated Hyacinth Street grade crossing to vehicular traffic. The crossing is currently protected with flashing light signals. There have been four reported train-vehicle accidents at the crossing in the last ten years resulting in one fatality and eight injuries.

Due consideration has been given to all representations in the applications, amendments, and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the applications, amendments, field investigation, and files of the Commissioner, it is found that the construction, relocation, and closure of the grade crossings described above are required by the public safety and general welfare. It is neither economical nor practical to construct a separated crossing of Verda Lane. The applications as amended, including closure of the Southern Pacific Claxter Road grade crossing should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to construct, relocate, and close crossings as set forth herein is hereby granted.

2. Applicant shall:

   a. At Crossing No. 3E-67.6, BNO-Claxter Road:

(1) Maintain that portion of the crossing lying outside lines drawn two feet outside each rail to accommodate a roadway 24 feet in width, and bear all the cost thereof;

(2) Maintain standard advance warning signs and advance warning pavement markings at appropriate locations on each roadway approach to the crossing, and bear all the cost thereof; and

(3) Maintain a stop clearance line on each side of the track at the crossing, and bear all the cost thereof.

b. At New Crossing No. 3E-67.8, BNO-Verda Lane:

(1) Construct that portion of the crossing lying outside lines drawn two feet outside each rail of each track at the crossing to accommodate a paved roadway 60 feet in width, consisting of two 6-foot bike lanes and four 12-foot travel lanes, equipped with curbs and a 5-foot sidewalk on each side, and bear 13.875 percent of the cost thereof;

(2) Furnish and install 7-inch vertical face curbs on each roadway approach to the crossing, the curbing to commence not less than 10 feet from the centerline of the nearest track and to extend away from the track for a distance of not less than 100 feet, and bear 13.875 percent of the cost thereof;

(3) Furnish and install standard advance warning signs and advance warning pavement markings at appropriate locations on each roadway approach to the crossing, and bear 13.875 percent of the cost thereof;

(4) Furnish and install a stop clearance line on each travel lane on each side of the crossing at a point one foot in advance of each automatic gate signal, and bear 13.875 percent of the cost thereof;

(5) Bear 13.875 percent of the cost of furnishing and installing the automatic signalization, circuitry, multiple track signs, and railroad STOP signs as ordered herein;

(6) Bear 13.875 percent of the cost of constructing that portion of the crossing lying between lines drawn two feet outside each rail of each track; and

(7) Maintain the advance warning signs, advance warning pavement markings, stop clearance lines, and curbing as ordered herein; and maintain that portion of the crossing lying outside lines drawn two feet outside each rail of each track at the crossing, and bear all the cost thereof.

c. At Crossing No. C-721.79, SP-Hyacinth Street:

(1) Relocate the existing crossing 61 feet to the south and construct that portion of the crossing lying outside lines drawn two feet outside each rail of each track at the crossing to accommodate a paved street 62 feet in width, consisting of a 2-foot center median, four 12-foot travel lanes, and two 6-foot bike lanes, equipped with curbs and a 5-foot sidewalk on each side, and bear 13.875 percent of the cost thereof;

(2) Furnish and install 7-inch vertical face curbs on each roadway approach to the crossing, the curbing to commence not less than 10 feet from the centerline of the nearest track and to extend away from the track for a distance of not less than 100 feet, and bear 13.875 percent of the cost thereof;

(3) Furnish and install standard advance warning signs and advance warning pavement markings at appropriate locations on each roadway approach to the crossing, and bear 13.875 percent of the cost thereof;

(4) Furnish and install a stop clearance line on each travel lane on each side

of the crossing at a point one-foot in advance of each automatic gate signal, and bear 13.875 percent of the cost thereof;

(5) Bear 13.875 percent of the cost of furnishing and installing the automatic signalization, circuitry, multiple track signs, and railroad STOP signs as ordered herein;

(6) Bear 13.875 percent of the cost of constructing that portion of the relocated crossing lying between lines drawn two feet outside each rail of each track at the crossing to a width of 62 feet;

(7) Bear 13.875 percent of the cost of removing the crossing surface material and passive protective devices from the railroad right-of-way at the existing Hyacinth grade crossing No. C-721.8;

(8) Furnish and install a barrier on each side of the existing crossing (No. C-721.8), and bear 13.875 percent of the cost thereof; and

(9) Maintain the advance warning signs, advance warning pavement markings, stop clearance lines, curbing, and barricades as ordered herein; and maintain that portion of the crossing lying outside lines drawn two feet outside each rail of each track at the crossing, and bear all the cost thereof.

d. At Crossing No. C-722.0, SP-Claxter Road:

(1) Furnish and install a standard highway-type barricade on each side of the track, not less than 10 feet from the centerline of the track, and bear 13.875 percent of the cost thereof;

(2) Bear 13.875 percent of the cost of removing that portion of the crossing surface lying between lines drawn two feet outside each rail at the crossing;

(3) Remove the advance warning sign on each roadway approach to the crossing, and bear all the cost thereof; and

(4) Maintain the barricades as ordered herein, and bear all the cost thereof.

3. Burlington Northern (Oregon-Washington) Inc. shall:

a. At Crossing No. 3E-67.6, BNO-Claxter Road:

(1) Maintain the existing flashing light signals and circuitry, and bear all the cost thereof; and

(2) Maintain that portion of the crossing lying between lines drawn two feet outside each rail at the crossing, and bear all the cost thereof.

b. At Crossing No. 3E-67.8, BNO-Verda Lane:

(1) Subject to reimbursement as provided herein, construct that portion of the crossing lying between lines drawn two feet outside each rail of each track at the crossing to accommodate a roadway 60 feet in width;

(2) Subject to reimbursement as provided herein, furnish and install two Commissioner's Standard No. 2B cantilevered flashing light signals, equipped with gongs and multiple track signs, and two Commissioner's Standard No. 4 automatic gate signals, to be located not less than 34 feet 1 inch from the centerline of the roadway. The gate arms in the lowered position will be perpendicular to the centerline of the roadway and the tip of the gate arms shall be not less than 10 feet from the centerline of the nearest track. Said signals will be activated by constant warning time devices on the main track and island track circuits, supplemented with railroad STOP signs, on the industry spur track;

(3) Subject to reimbursement as provided herein, furnish and install railroad STOP signs on the industry spur track, one on each side of Verda Lane; and

(4) Maintain the automatic protective devices, circuitry, multiple track signs, and railroad STOP signs ordered herein, and maintain that portion of the crossing lying between lines drawn two feet outside of each rail of each track at the crossing, and bear all the cost thereof.

4. Southern Pacific Transportation Company shall:

a. At Crossing No. C-721.79, SP-Hyacinth Street:

(1) Subject to reimbursement as provided herein, construct that portion of the relocated crossing lying between lines drawn two feet outside of each rail of each track at the crossing to accommodate a roadway 62 feet in width;

(2) Subject to reimbursement as provided herein, furnish and install two Commissioner's Standard No. 2B cantilevered flashing light signals, equipped with gongs and multiple track signs, and two Commissioner's Standard No. 4 automatic gate signals, to be located not less than 12 feet from the centerline of the nearest track and not less than 35 feet 1 inch from the centerline of the roadway. Said signals will be activated by constant warning time-type devices on the main and siding tracks and island circuits supplemented with railroad STOP signs, on the industry spur track;

(3) Subject to reimbursement as provided herein, furnish and install railroad STOP signs on the industry spur track, one on each side of Hyacinth Street;

(4) Maintain the automatic protective devices, circuitry, multiple track signs, and railroad STOP signs ordered herein, and maintain that portion of the crossing lying between lines drawn two feet outside of each rail of each track at the crossing, and bear all the cost thereof; and

(5) Subject to reimbursement as provided herein, remove the crossing surface

material and railroad signs from the railroad right-of-way at the existing crossing.

b. At Crossing No. C-722.0, SP-Claxter Road:

(1) Close the grade crossing to all traffic immediately following the opening of the relocated Hyacinth Street grade crossing to vehicular traffic;

(2) Subject to reimbursement as provided herein, remove all existing crossing surface material lying between the rails and to a point not less than two feet outside each rail; and

(3) Remove all existing crossing protective devices at the crossing, and bear all the cost thereof.

5. Each party shall notify Northwest Natural Gas Company at least 48 hours in advance of any construction at the relocated crossing of Hyacinth Street (Crossing No. C-721.79).

6. Oregon Department of Transportation, Highway Division, shall, utilizing federal funding, bear 85.0 percent of the cost of furnishing and installing the automatic signalization, circuitry, multiple track signs, railroad STOP signs, curbing, barricades, and construction of the Verda Lane grade crossing, relocation of Hyacinth Street grade crossing, and closure of Claxter Road grade crossing of the Southern Pacific as ordered herein.

7. Marion County shall bear 1.125 percent of furnishing and installing the automatic signalization, circuitry, multiple track signs, railroad STOP signs, curbing, barricades, and construction of the Verda Lane grade crossing, relocation of Hyacinth Street grade crossing, and closure of Claxter Road crossing of the Southern Pacific as ordered herein.

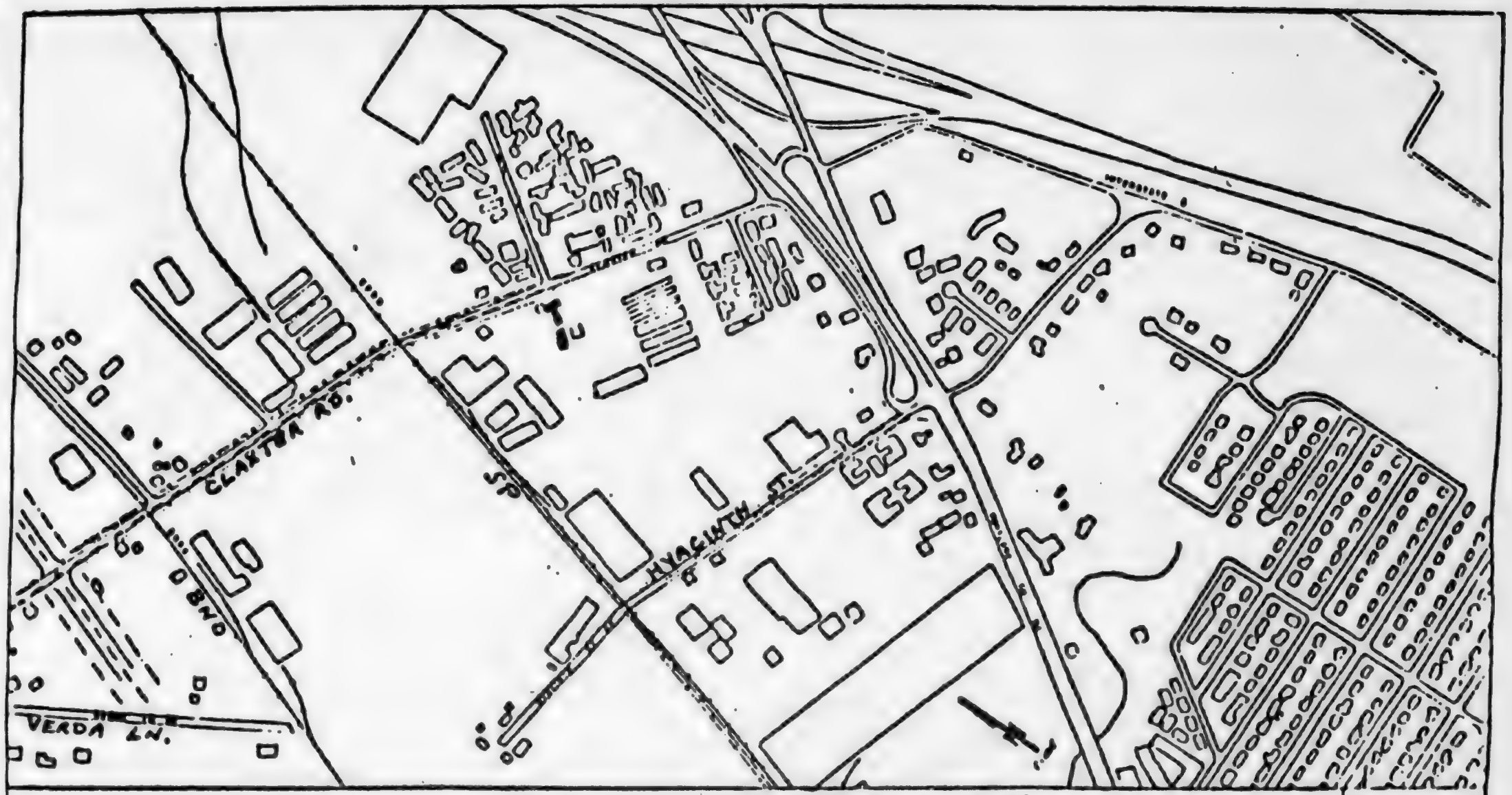
8. Each party shall notify the Commissioner upon completion of its portion of the project.

9. The investigation initiated by Order No. 82-275, entered April 14, 1982, is hereby terminated.

Made, entered, and effective 3|3|83.

JOHN J. LOBDELL
Public Utility Commissioner

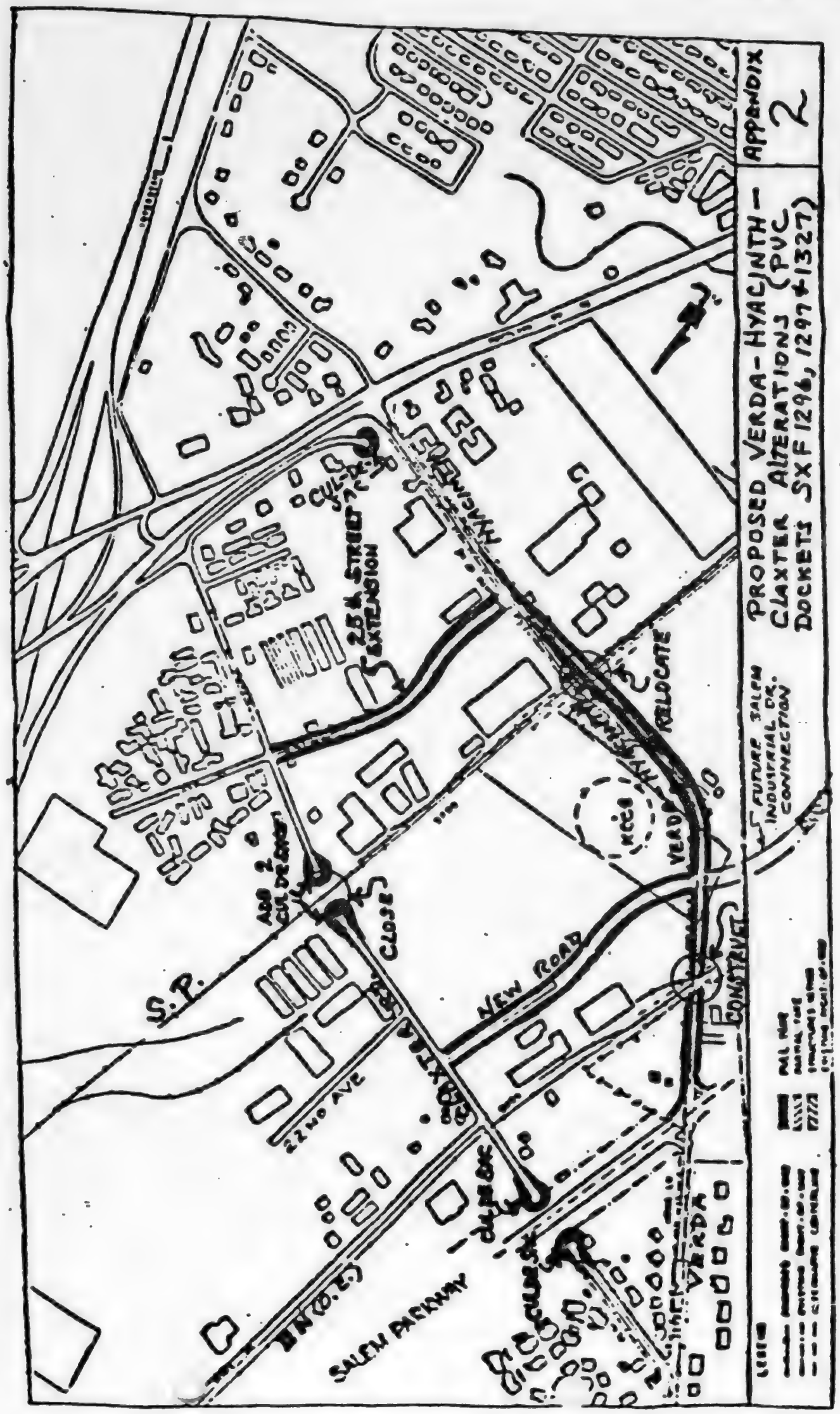
jcp/2942W



EXISTING VERDA-HYACINTH-CLAXTER AREA (PUC DOCKETS SXF 1296 1297 & 1327)

APPENDIX 1

PUC
12/27/82


PROPOSED VERDA-HYACINTH-
CLAXTER ALTERNATIONS (PUC
DOCKETS SXF 1296, 1297 & 1327)
APPENDIX
2
PUC
2/28/83
HYACINTH
CUL-DE-SAC
25th STREET
EXTENSION
RELOCATED
VERDA
AVE
CONSTRUCTED
FUTURE SALEM
INDUSTRIAL DR.
CONNECTION
ADD 2
CUL-DE-SACS
CLOSE
S.P.
NEW ROAD
22ND AVE
SALEM PARKWAY
VERDA

PUBLIC UTILITY COMMISSIONER OF OREGON
INTER-OFFICE CORRESPONDENCE
(NOT FOR MAILING)

DATE: May 20, 1982

TO: Parties in Interest in SXF 1296, 1297, and 1327

FROM: Dave Astle

SUBJECT: SXF 1296; BN Verda Lane, Salem
SXF 1297; SP Hyacinth, Salem
SXF 1327; SP Claxter, Salem

cc Alan Hershey
Ron Mevry City Salem
Rob Hershey Marion Co
Vern Stegg
Hart Rudd
Fred Ingstad
Fredrickson
5-25-82

Commissioner Lobdell has decided that a public hearing should be held in SXF 1296, the application of the City of Salem to construct Verda Lane across Burlington Northern's Oregon Electric Branch. The Commissioner's decision was based on reviewing an objection submitted by Arthur M. James. Southern Pacific has entered an objection in SXF 1297, the city's application to alter the existing crossing of Hyacinth Street and the SP main line. That matter is related to SXF 1296 and will be set for hearing at the same time. Finally, SP's objection to the Hyacinth matter is based at least partially on the city's plan to retain the SP crossing of Claxter Avenue, which is being considered for signalization in SXF 1327. Therefore, it will also be set for hearing.

We have asked for a hearing date as soon as possible to minimize the delay to these important projects.

Staff plans to take a position supporting closure of one or both of the Claxter Avenue crossings. Based on the city's current plans for traffic circulation in the area after the construction of the Salem Parkway, retention of the SP Claxter crossing appears to be the most feasible option, unless both Claxter crossings could be closed by constructing a new access road between the two railroads, connecting Claxter and Hyacinth. This possibility apparently has been explored by city staff, and does not appear to be financially feasible at this time.

All parties planning to participate in this hearing are urged to prepare their positions so that the hearing will not need to be postponed, and thus create further delays. Staff is particularly concerned about further delay in securing automatic gate signalization at the SP Claxter crossing, if it is finally decided that this crossing will be retained.

cjc:1862C

cc: All parties in interest
JJL
LEM
CJR
LWW
DGB
DAS
Pat Amadeo, Governor's Office

(XC: E.S. Hunter

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TECHNICAL SERVICES
MAY 24 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sig. | Act | File

RECEIVED
MAY 2[illegible] 1982
RR & UTILITY UNIT

Southern Pacific Transportation Company

800 PACIFIC BUILDING. PORTLAND. OREGON 97204

LAW DEPARTMENT

226-6151

February 17, 1982

Mr. John Lobdell
Public Utility Commissioner
Labor & Industries Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

cc Ron Merry
City Salem
225-82

RE: SXF 1297: Hyacinth Street, Marion County, Oregon

1-721-80

Dear Commissioner Lobdell:

Southern Pacific Transportation Company objects to the Application in the following particulars:

1. Item 10, the practicality of a separated crossing, should be answered in the affirmative. The subject crossing will become part of a major traffic corridor linking Portland Road (US 99) and the new Parkway Bypass system. It will cross Southern Pacific Transportation Company's mainline, the busiest rail corridor in the state. It would be short-sighted to pass the inevitable need for separation to a vague future, knowing that substantial vehicle/rail conflict can be the only predicted result.

2. Item 41, the practicality of closing adjacent crossings, should be answered in the affirmative. The Claxter Road crossing of Southern Pacific should be closed as unnecessary to traffic flow.

Very truly yours,

SPEARS, LUBERSKY, CAMPBELL & BLEDSOE

By _____
John Wiley Gould

Enclosures (3)
cc: Roger D. Trygstad
Bob Hanson
Portland General Electric
Pacific Northwest Bell
Northwest Natural Gas

XC' E.S. Hunter

RECEIVED TECHNICAL SERVICES FEB 23 '82 REFER TO FOR Info Invest R/D O/R Sign Appl Final

10,120

Jan 21.2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

June 20, 1984
IN REPLY REFER TO
HFO.2-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IX-1685(3)
Claxter Road NE - Portland Road NE Section
Verda Lane NE - Hyacinth Street NE
Traffic Signal (Hyacinth Street @ 25th Avenue)

We have reviewed Mr. Potter's June 15, 1984 letter concerning the proposed traffic signal at Hyacinth and 25th on the subject project. The information presented indicates signal warrants for this intersection will be met upon completion of the construction project.

We, therefore, concur that a traffic signal can be installed at the intersection of Hyacinth Street and 25th Avenue as a participating item during the roadway construction phase of the subject project.

Sincerely yours,

G. K. Hoosier
Dale E. Wilken
Division Administrator

cc:
OSHD (G Potter)

NOTED
E. S. HUNTER
CC George
6-27-84

RECEIVED
STATE HWY ENGR
JUN 25 '84
REFER TO
Hunter
FOR
Info | Invgs | R/D | D/R | Sign | Act | File

10,120

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: June 15, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Traffic Signal Installation
Item No. 20065
Project No. IX-1685(3)
Salem Parkway-Portland Rd. Sec.
Verda Ln. & Hyacinth St., NE (FAU 1685)
Marion County

In your December 14, 1983 memorandum (HFO.2-OR) you stated Federal Funds could not participate in the installation of a traffic control signal on Hyacinth Street at 25th Avenue until signal warrants were met. Since that time, additional information from the City of Salem indicates signal warrants will be met upon completion of the construction project.

Therefore, I request your concurrence that a traffic signal can be installed on Hyacinth Street at 25th Avenue during the roadway construction phase of the subject project as a participating item based on the attached signal warrants.

JLG:me
Attachments
cc: L.E. George
D.O. Christensen (Region 2)
Gary Zehner w/att.
General Files

Form 734-3122

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
Project Analysis Unit
Traffic Section

PRELIMINARY TRAFFIC SIGNAL WARRANT CALCULATION
ADT VOLUMES REQUIRED TO MEET SIGNALIZATION

Major Street *Hyacinth St.* Minor Street *25th*

City of Location *Salem*

Number of Lanes for Moving Traffic On Each Intersection Approach		ADT On Major St. Approaching Both Directions		ADT On Minor St. Highest Approaching Volume	
Major St.	Minor St.	100% Warrants	70% Warrants	100% Warrants	70% Warrants
WARRANT 1					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
	2 or more	8,850	6,200	3,550	2,500
WARRANT 2					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Warrant Used

_____ 100 percent of standard warrants used.

X 70 percent of standard warrants used due to 85 percentile speed in excess of (40 MPH) or isolated community with population less than 10,000.

Traffic Data Used For Calculations: *1986 Projected Opening Day Volumes based on traffic data from City of Sal.*

	No. of Lanes	Approach Volume	Is Signal Warrant Met
WARRANT 1, Minimum Vehicular Volume:			
Major Street	*2*	*10,200*	*Yes*
Minor Street	*2*	*4,050*	
WARRANT 2, Interruption of Continuous Traffic:			
Major Street	*2*	*10,200*	*No*
Minor Street	*2*	*4,050*	

BY AND DATE: *RW*
CHECKER AND DATE: *6/5/84*

NOTE: ADT Volumes based on eighth highest hour being 5.6 percent of daily volume.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	2. STATE PROJECT NO.	2A. COUNTY NAME
IX-1685(3) CON 2-2	See below I-5	Marion

3. FROM	4. PROGRAM NO.	5. ITEM NO.
Dale E. Wilken, Division Administrator FHWA - Oregon Division, Salem, OR		20065

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
4-9-84	FAU-1685	(County Road

10. GENERAL LOCATION:

Salem Parkway - Portland Road Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change - See below

13. REMARKS

As requested in Mr. Potter's letter of 3/23/84, I approve the revised Preliminary Engineering costs to a TEC of $124,400, Federal funds $105,740.

(Increase TEC $59,400 Federal funds $50,490 Appn Code 580)

RECEIVED
STATE HWY ENGR
APR 19 '84
REFER TO
Potter
FOR

Info	Init.	R/D	D/B	Sign	Act	File

Orig. to 4/19

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/9/84	D K Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON

INTEROFFICE MEMO

TO: Frank E. Terpin
Location Engineer

DATE: March 28, 1984

324-1999

FROM: Duane O. Christensen
Region Engineer

SUBJECT: Salem Parkway - Portland Road
Verda Lane - Hyacinth
Marion County

I have attached Part 4 of the prospectus for the subject project.

This requests additional funds to cover over-runs of the budgeted amounts for the project, mainly the 901 Project Manager function.

The latter was caused by the costs of locating the existing right of way plus design changes and additional street connections.

REFERRED TO
Noble
By Location Engineer

PF/LW:eb

cc: File
Sjolander

RECEIVED
MAR 29 1984
LOCATION
SECTION

81-125.1367

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Salem Parkway - Portland Road

REGION: 2

SURVEY AUTHORITY

AUTHORIZATION NO.: 2 | PREFIX: 324-1999 | DATE: Mar 84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 37,000	$15,000	915 AUDITS	$	$	933 SURFACE DESIGN	$ 500	$ –
902 CITIZEN'S INVOLVEMENT		–	916 PHOTO-GRAMMETRY	700	–	934 GEOLOGY		
903 LOCAL GOVERNMENT	1,000	–	918 LOCATION	500	500	935 SOILS	500	–
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN	38,000	22,000	920 PROGRAM MANAGEMENT	300	200	937 HYDRAULICS		
906 BRIDGE DESIGN	700	–	921 SPECIFICA-TIONS	3,000	2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN	8,000	–	922 ADMIN. SERVICES	200	200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION	15,000	8,000	923 ENVIRONMENTAL SECTION			950 TRAINING	500	–
910 REGION GEOLOGIST	8,000	1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	1,200	1,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE	5,000	5,000	926 FOUNDATION	200	–	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	3,600	500	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	600	600	932 RAILROAD & UTILITIES	1,000	–			13,140
						TOTALS	$	$ 64,500
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX:

FEDERAL AID PROJECT NUMBER: 1X-1685 (3)

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and estimate of cost to construct a minor arterial utilizing a portion of Verda Lane and an extension of Hyacinth. The survey combines Project Number 1124113 from the transportation improvement program of the SATS transportation plan--fiscal 1981-85.

PREPARED BY: Pete Fugleberg	DATE: 3/28/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X	DATE
RECOMMENDED, REGION ENGINEER: X Duane A Christensen	DATE: 3/28/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X	DATE
RECOMMENDED, LOCATION ENGINEER: X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: SALEM PARKWAY-PORTLAND ROAD (VERDA LANE-HYACINTH)

REGION: 2

SURVEY AUTHORITY

AUTHORIZATION NO.: 2 | PREFIX: 324-1999 | DATE: 3-19-84

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$	$ 37,000	915	AUDITS	$	$	933	SURFACE DESIGN	$	$ 500
902	CITIZEN'S INVOLVEMENT			916	PHOTO-GRAMMETRY		700	934	GEOLOGY		
903	LOCAL GOVERNMENT		1,000	918	LOCATION		500	935	SOILS		500
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC		
905	FINAL DESIGN		37,500	920	PROGRAM MANAGEMENT		300	937	HYDRAULICS		
906	BRIDGE DESIGN		100	921	SPECIFICA-TIONS		3,000	938	REGION ENVIRONMENT		
907	PRELIMINARY DESIGN		8,000	922	ADMIN. SERVICES		200	949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION		15,000	923	ENVIRONMENTAL SECTION			950	TRAINING		500
910	REGION GEOLOGIST		8,000	924	D.O.T.			955	R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION		1,200	925	AIR MONITORING			960	PERSONAL LEAVE		
912	LANDSCAPE		5,000	926	FOUNDATION		200	980	PUBLIC HEARING		
913	RIGHT-OF-WAY LIAISON		3,600	927	FREE BRIDGE DESIGN						
914	REGION UTIL-ITY LIAISON		600	932	RAILROAD & UTILITIES		1,000				

	TOTALS	$ 124,400
RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION	$ 65,000
FEDERAL AID PROJECT NUMBER: IX-1685(3)	ADD. AUTH. REQUIRED	$ 59,400

LOCATION ENGINEER'S REMARKS

Additional costs were the result of right of way difficulties, design changes and additional street connections.

Bring Up

PREPARED BY: Norman S. Davis	DATE: 3-19-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X [signature]	DATE: 3/26/84
RECOMMENDED, REGION ENGINEER: X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X [signature]	DATE: 3-21-84
RECOMMENDED, LOCATION ENGINEER: X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

PRO 6

TO: Wayne F. Cobine
Project Unit Engineer

DATE: March 16, 1984

FROM: Frank E. Terpin
Location Engineer

ORIGINAL SIGNED BY
FRANK E. TERPIN

SUBJECT: Salem Parkway-Portland Road
Verda Lane-Hyacinth
Marion County
324-1999
IX-1685(3)

The preliminary engineering costs to develop the subject project exceed the present authorization. To assist you in requesting supplemental federal funding, we offer the following comments:

Additional costs were the result of right of way difficulties, design changes and additional street connections. The preliminary engineering costs are $124,400.

Attached is an itemization by P.E. function.

FET:RTN:ge

Attachment

cc w/att Pete Fidler
" Norm Davis

81-125-1387

IX-1685(3)

PRELIMINARY ENGINEERING

		AUTHORIZATION APPROVED BY FHWA	REVISED AUTHORIZATION REQUESTED
901	Project Manager	$ 15 000	$ 37 000
902	Citizens Involvement		
903	Local Government		1 000
904	Consultant's Fees		
905	Final Design	22 500	37 500
906	Bridge Design		100
907	Preliminary Design	8 000	8 000
909	R/W Descriptions	8 000	15 000
910	Region Geology	1 000	8 000
911	Traffic Section	1 000	1 200
912	Landscape Department	5 000	5 000
913	R/W - Liaison	500	3 600
914	Region Utility Liaison	600	600
915	Audit Services		
916	Photogrammetry		700
918	Location	500	500
920	Program Management	200	300
921	Specifications	2 500	3 000
922	Adm Services (Engineering)	200	200
923	Environmental Section		
924	DOT Planning		
925	Air Monitor		
926	Structural Foundations		200
927	Bridge Design for Counties		
932	R/W Utility Engineer		1 000
933	Surfacing Engineer		500
934	Chief Geologist		
935	Soils Engineer		500
936	Region Traffic		
937	Hydraulics		
938	Region Environmental		
949	Urban Studies Unit		
950	Training Courses		500
955	Employe Relocation Assist.		
960	Personal Leave		
961	Administrative Leave		
980	Public Hearing Charges		
985	EEO Monitoring Expense		
		$ 65 000	$ 124 400

SECTION: SALEM PARKWAY – PORTLAND RD.

HIGHWAY: VERDA LANE – HYACINTH

COUNTY: MARION

PREFIX: 324-1999

10,120

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-6

TO: D. O. Christensen
Region 2 Engineer

DATE: February 7, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signals
Claxter Road-Portland Road Section
Hyacinth Street
Salem - Marion County

In a letter to C. O. Fredrickson dated January 18, 1984, Marlin Brinkley, City Engineer, City of Salem, requested that certain alternates be considered in the design of the subject intersection.

We have received tentative approval from Bill Kappus, Area Engineer, Federal Highway Administration, to allow the raised islands on the westerly side of Portland Road. Based on this, we will also approve their use for the placement of the traffic signal poles.

The proposed signal at the 25th Street extension is still not approved for participation by the Federal Highway Administration until the warrants are met. The State cannot support the placement of any signal not meeting the warrants. Please relay this information to the City.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

WRZ:ds

cc: Donald R. Adams

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
FEB 8 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

81-125-1367

CITY OF SALEM, OREGON
City Hall / 555 Liberty St.
Zip Code 97301
Public Works Department

January 18, 1984

REGION 2 ENGINEER
RECEIVED
JAN 24 1984
T.E RBE RE RCE RME RTE ROE ULE GEO RSO ENV RFE

C.O. Fredrickson, Region Engineer
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem, OR 97310

RE: Verda Lane-Hyacinth Street
W.O. 770348
Claxter Road to Portland Road Section
Preliminary Plan Review Comments

Dear Mr. Fredrickson:

On October 13, 1983, the State Utility Relocation Coordinator distributed copies of preliminary plans for the Verda Lane-Hyacinth Street project to all utility companies and the City of Salem.

NOTED
L. E. GEORGE

Most of this project area is within the City of Salem. However, there is a portion of this project westerly of the Salem Parkway which is in the City of Keizer, and a portion between the Salem Parkway and the Burlington Northern Railroad tracks that is in Marion County.

The City of Salem has also reviewed these preliminary plans. Enclosed is a set of these plans with our comments shown. Most of the comments are relatively minor. However, there is a major unresolved issue regarding the west side of the Hyacinth Street-Portland Road intersection. On January 7, 1983, we sent you the attached letter and proposed redesign for the westerly side of this intersection. In our letter of September 19, 1983, we asked that you determine the status of this requested redesign. The October 12, 1983 plans show no change. Attached is a copy of a November 22, 1983 memorandum from the City Traffic Engineer's office. The memorandum states that the painted traffic islands are unacceptable to the City of Salem. The memorandum also states two acceptable alternatives. Our preference would be alternative number one, raised concrete islands, as discussed in the City's January 7, 1983 letter. Possibly a meeting with City and State Highway traffic and design personnel is needed to resolve this intersection design.

Very truly yours,

Marlin D. Brinkley

Marlin D. Brinkley, P.E.
City Engineer

Rec'd. from Frank Hofstetter
2/1/84. KPR

MDB:RWL:dh
Attachments

cc: Lew Garrison, Traffic Design Engineer
Ralph Lambert, Chief Design Engineer

NOTED
DWAYNE HOFSTETTER

RECEIVED
FEB 1 1984
TRAFFIC ENGINEERING

NOTED
W. R. ZIRBES

r11

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10,120 LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
HES-1680(2)&IX-1685(4)

2. STATE PROJECT NO. CON 2 - 2 I-5
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10086 & 20065

2A. COUNTY NAME
Marion

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
8/12/83

8. FEDERAL ROUTE NUMBER
FAU 1680 & 1685

9. STATE ROUTE NUMBER
City Streets

10. GENERAL LOCATION:
Market Street at 17th Street (Salem) Section (FAU 1680) and Claxter Road NE - Portland Road NE (FAU 1685)

11. GENERAL DESCRIPTION OF WORK
Right-of-way - Relocation plan

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Don Aman's letter of 1/11/84 this will acknowledge approval of the City of Salem's Relocation Assistance Agreement approved by OSHD on 8/12/83.

The conditions set forth in my PR-1240's dated 7/7/83 and 7/11/83 have now been satisfied and work may proceed accordingly.

RECEIVED
STATE HWY ENGR
JAN 19 '84
REFER TO
Potter
FOR

orig to 1/19

14. DATE
1/16/84

15. SIGNATURE OF APPROVING OFFICIAL
John D Wilken

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,120

Con 21 2
I-305
5
C

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

NOTED
H. S. COULTER

Subject: Oregon Project IX-1685(3)
Salem Parkway-Portland Road Section
Verda Lane/Hyacinth Street NE
Traffic Signal Installation

Date: December 14, 1983

From: Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have reviewed Mr. Potter's November 18, 1983 memorandum (and attachments) concerning the installation of a traffic signal at the new intersection of Hyacinth Street and 25th Avenue on the subject project. He indicates that although the new intersection does not meet signal warrants at the present time, it will before 1987.

Federal regulations require that signal warrants be satisfied prior to Federal participation in the construction of a traffic signal. We, therefore, can not participate in the subject installation.

G. K. Hansmen
for Dale E. Wilken

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
DEC 20 '83
REFER TO
FOR
Info | Invest | R/D | D R | Sign | Act | File

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17

TO: DON STOUDENMEYER
PREL. DESIGN

DATE: 21 NOV. 1983

FROM: Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT: Preliminary Engineering Charges
SALEM PARKWAY - PORTLAND RD
MARION CO.
324-1999

Function 907, PRELIMINARY DESIGN charges for the subject project ☒ have substantially exceeded ☐ apparently will exceed the current authorization.

Please promptly furnish this office, as indicated below, your total anticipated charges and the justification for the increase above the presently approved amount.

Expenditures on record through 10-15-83 (date)		$ 7,479.43
Funding needed from _____ (date) to completion		$ None
	Total amount needed	$
	SA	-0-

Justification (not in generalities):

11-22-83
Funds for this must have been set up by my predecessor. I am not aware that there is insufficient funds to cover the charges.
Don Stoudenmeyer

FET:RTN:ge

Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
NOV 21 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

REFERRED TO
Noble
By Location Engineer

81-125-1387

Contains Recycled Materials

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17

TO: DON ADAMS
FINAL DESIGN

DATE: 21 Nov. 1983

FROM: Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT: Preliminary Engineering Charges
SALEM PARKWAY - PORTLAND RD.
MARION CO.
324-1999

Function 905, FINAL DESIGN charges for the subject project ☒ have substantially exceeded ☐ apparently will exceed the current authorization.

Please promptly furnish this office, as indicated below, your total anticipated charges and the justification for the increase above the presently approved amount.

Expenditures on record through 10-15-83 (date)		$ 33,131.72
Funding needed from 10-15-83 (date) to completion		$ 4,000.00
Total amount needed		$ 37,131.72
	SA	$ 22,000.

Justification (not in generalities):

Several revisions were required to comply with Marion Countys wishes. They included addition of a connector Street, 22nd Ave, major drainage revisions and the closing of existing R/R xings on Claxter Rd.

FET:RTN:ge

RECEIVED
DEC 20 1983
LOCATION SECTION

Vertenz
Anderson
2 Adams
Hannah
Stoudenmayer
Terpin
Trout
Wakerlin

RECEIVED
NOV 21 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

81-125-1307

Contains Recycled Materials

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17

TO: W. FRETWELL
REGION 2

DATE: 21 Nov. 1983

FROM: Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT: Preliminary Engineering Charges
SALEM PARKWAY — PORTLAND RD.

MARION CO.
324-1999

RECEIVED
NOV 29 1983
LOCATION
SECTION

Function 910, REGION GEOLOGY charges for the subject project
☒ have substantially exceeded
☐ apparently will exceed
the current authorization.

Please promptly furnish this office, as indicated below, your total anticipated charges and the justification for the increase above the presently approved amount.

Expenditures on record through 10/15/83 (date) $ 6,274.47

Funding needed from 10/15/83 (date) to completion $ _____

Total amount needed $ _____
SA 1,000.

Justification (not in generalities):

The major amt of overrun to this project by this Dept was due to a mistake in the charges & the wrong project. There was approx $4450.00 charged to 324-1999-910 That should have been charged to 324-1902-910.
The rest of the overrun was due to the requirement for PH & Resistivity tests on all pipe installations which we did not consider in our estimate.

FET:RTN:ge

Wm Fretwell 11-28-83

81-125-1367

Contains Recycled Materials

10/20

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17

TO: Don Thurston
Region 2

DATE: 21 Nov. 1983

FROM: Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT: Preliminary Engineering Charges
Salem Parkway - Portland Rd.
Marion Co.
324-1999

Function 901, Project Manager charges for the subject project ☒ have substantially exceeded ☐ apparently will exceed the current authorization.

Please promptly furnish this office, as indicated below, your total anticipated charges and the justification for the increase above the presently approved amount.

Expenditures on record through 10-15-83 (date)	$ 32,881.59
Funding needed from 10-15-83 (date) to completion	$ 4,118.41
Total amount needed	$ 37,000
SA	$15,000.-

Justification (not in generalities):

See Attachment

REGION LOCATION SUPERVISOR RECEIVED NOV 22 1983 SUPV. ASST. O.M. CREW

RECEIVED
NOV 30 1983
LOCATION SECTION

FET:RTN:ge

81-125-1307

Contains Recycled Materials

Salem Parkway-Portland Rd. Sec.
Verda Lane-Hyacinth St. NE (Salem)
Marion County
Prefix 324-1999

RECEIVED
NOV 3 0 1983
LOCATION
SECTION

Justification of Function 901 (Project Manager) overruns

The field work was originally submitted in September of 1982. Considerable field and office work was necessary after that date as the project moved through design and review by City of Salem. Some of the more substantial work included:

a) A full vicinity map at Portland Rd. (99E) for signal design. This also involved survey to retrace the R/W centerline.

b) The 22nd Street connection was developed and reviewed with City of Salem. This required running line, other field work and office work.

c) Some alterations of the roadway design were done as recommended by Preliminary Design.

d) Some additional field work was necessary to confirm and coordinate the PUC crossing permits developed by the City.

e) Additional traverse work was necessary to tie the 22nd Street and 25th Street connections into the right-of-way of Claxter Road and coordinate the total traverse network.

f) Cross-sections for the cul-de-sacs on Claxter were taken.

g) Suggested revisions to the storm sewer design (from Design Section) required additional field data.

h) Design Section also requested additional topog data at the intersection of Claxter and Verda so the proposed work could be tied in better.

i) Recently the city completed installation of a 66-inch sanitary sewer within the project area. This facility was tied "as constructed" and the data was sent to Design for incorporation in the plans.

j) All the new centerlines were run and the proposed R/W areas were staked so that appraisals could begin.

k) Some additional centerline and R/W line retracement will be necessary prior to construction.

Don Thurston, Don Thurston, Region 2 Location

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17

TO: H. WAKERLIG
R/W

DATE: 21 NOV. 1983

FROM: Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT: Preliminary Engineering Charges
SALEM PARKWAY - PORTLAND RD.

MARION CO.
324-1999

Function 909, R/W DESCRIPTIONS charges for the subject project
☒ have substantially exceeded
☐ apparently will exceed
the current authorization.

Please promptly furnish this office, as indicated below, your total anticipated charges and the justification for the increase above the presently approved amount.

Expenditures on record through 10-25-83 (date) $ 14,049.41

Funding needed from 10-25-83 (date) to completion $ 500.00

Total amount needed $ _____

SA $ 8,000.

Justification (not in generalities):
Project expanded to add new street (22nd) during description phase.

RECEIVED
NOV 21 1983
ROAD DESIGN SECTION

RECEIVED
NOV 28 1983
LOCATION SECTION

Verstoeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up ___/___/___
Action

FET:RTN:ge

81-125.1307

Contains Recycled Materials

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17

TO: VIRGIL WILSON
REGION 2

DATE: 21 Nov. 1983

FROM: Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT: Preliminary Engineering Charges
SALEM PARKWAY - PORTLAND RD.

MARION CO.

324- 1999

Function 913 , R/W LIAISON charges for the

subject project ☒ have substantially exceeded ☐ apparently will exceed the current authorization.

Please promptly furnish this office, as indicated below, your total anticipated charges and the justification for the increase above the presently approved amount.

Expenditures on record through 10/15/83 (date) $ 3,600.07

Funding needed from 10/15/83 (date) to completion $ _____

Total amount needed $ _____

SA $ 500.

Justification (not in generalities):

FET:RTN:ge

81-123-1387

10,120

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: November 18, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Traffic Signal Installation
Item No. 20065
Project No. IX-1685(3)
Salem Parkway-Portland Rd. Sec.
Verda Ln. & Hyacinth St. NE (FAU 1685)
Marion County

I request your concurrence that a traffic signal can be installed on Hyacinth St. at 25th Ave. during the construction phase of the subject project as a participating item. This request is based on the attached copy of a letter from Mr. L.E. George, including signal warrants and traffic flow map.

JLG:bkb
Attachments

cc: L.E. George
C.O. Fredrickson
Gary Zehner, w/attachment
General Files

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

TRA 7-6

TO: Gary A. Potter, Manager
Program Section

DATE: November 15, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Warrant
Hyacinth Street N.E. at 25th Avenue
Claxter Road N.E.-Portland Road N.E. Section
FAU 1685 (Verda Lane N.E. and Hyacinth Street N.E.)
Marion County

Attached are projected traffic volumes and the signal warrant for the subject intersection. The warrant was calculated using 1987 traffic projections.

Hyacinth Street N.E. at 25th Avenue is a new intersection being constructed under the subject project.

The new signal replaces an existing signal at the intersection of Claxter Road and 25th Avenue. This is the entrance to the State Farm Insurance regional office and has high peak volumes. Although the new intersection does not meet warrants at the present time, it will before 1987. It is desirable to install this signal under this project while construction work is being done and with available FAI-X funds.

Please confer with Federal Highway Administration officials to see if they will allow construction of this traffic signal under these conditions.

L. E. George
Traffic Engineer

LEG:KRR:ds
Attachments

PROGRAM SECTION
MANAGER ____ PROJECT UNIT ____
1983
MAIL ASSIST. ____ PROGRAM UNIT ____
REFER TO ____
FOR ____

ps R/D

81-125-1387

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
Project Analysis Unit
Traffic Section

PRELIMINARY TRAFFIC SIGNAL WARRANT CALCULATION
ADT VOLUMES REQUIRED TO MEET SIGNALIZATION

Major Street *Hyacinth* Minor Street *25th*

City of Location *Salem*

Number of Lanes for Moving Traffic On Each Intersection Approach		ADT On Major St. Approaching Both Directions		ADT On Minor St. Highest Approaching Volume	
Major St.	Minor St.	100% Warrants	70% Warrants	100% Warrants	70% Warrants
WARRANT 1					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
	2 or more	8,850	6,200	3,550	2,500
WARRANT 2					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Warrant Used

✓ 100 percent of standard warrants used.

_____ 70 percent of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

Traffic Data Used For Calculations: *1987 Projected Volumes*

	No. of Lanes	Approach Volume	Is Signal Warrant Met
WARRANT 1, Minimum Vehicular Volume:			
Major Street	2	10,600	Yes
Minor Street	2	6,850	/
WARRANT 2, Interruption of Continuous Traffic:			
Major Street	2	10,600	No
Minor Street	2	6,850	

BY AND DATE: RWJ
CHECKER AND DATE: 9/28/83

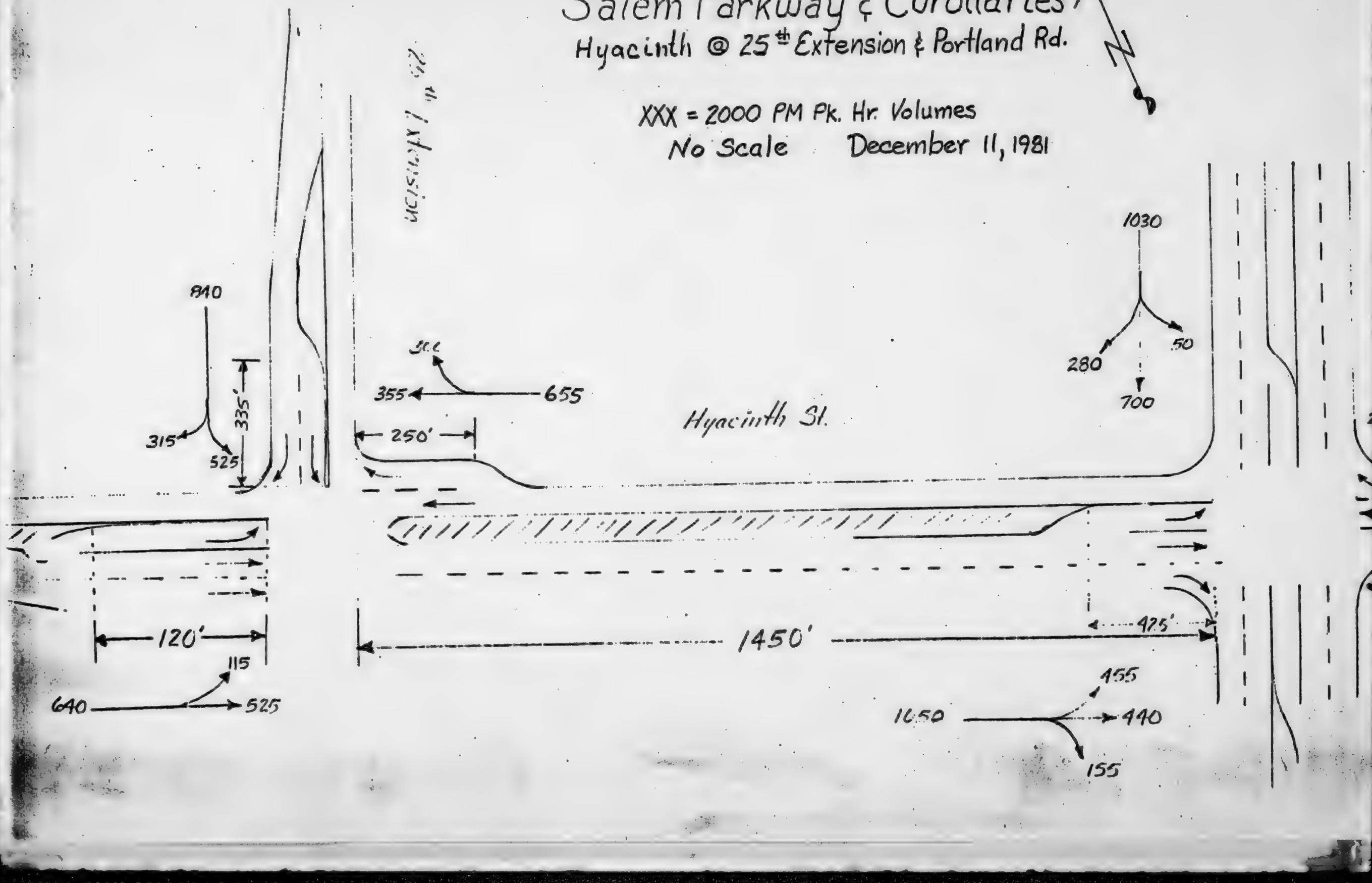
NOTE: ADT Volumes based on eighth highest hour being 5.6 percent of daily volume.

Salem Parkway & Corollaries

Hyacinth @ 25th Extension & Portland Rd.

XXX = 2000 PM Pk. Hr. Volumes

No Scale December 11, 1981

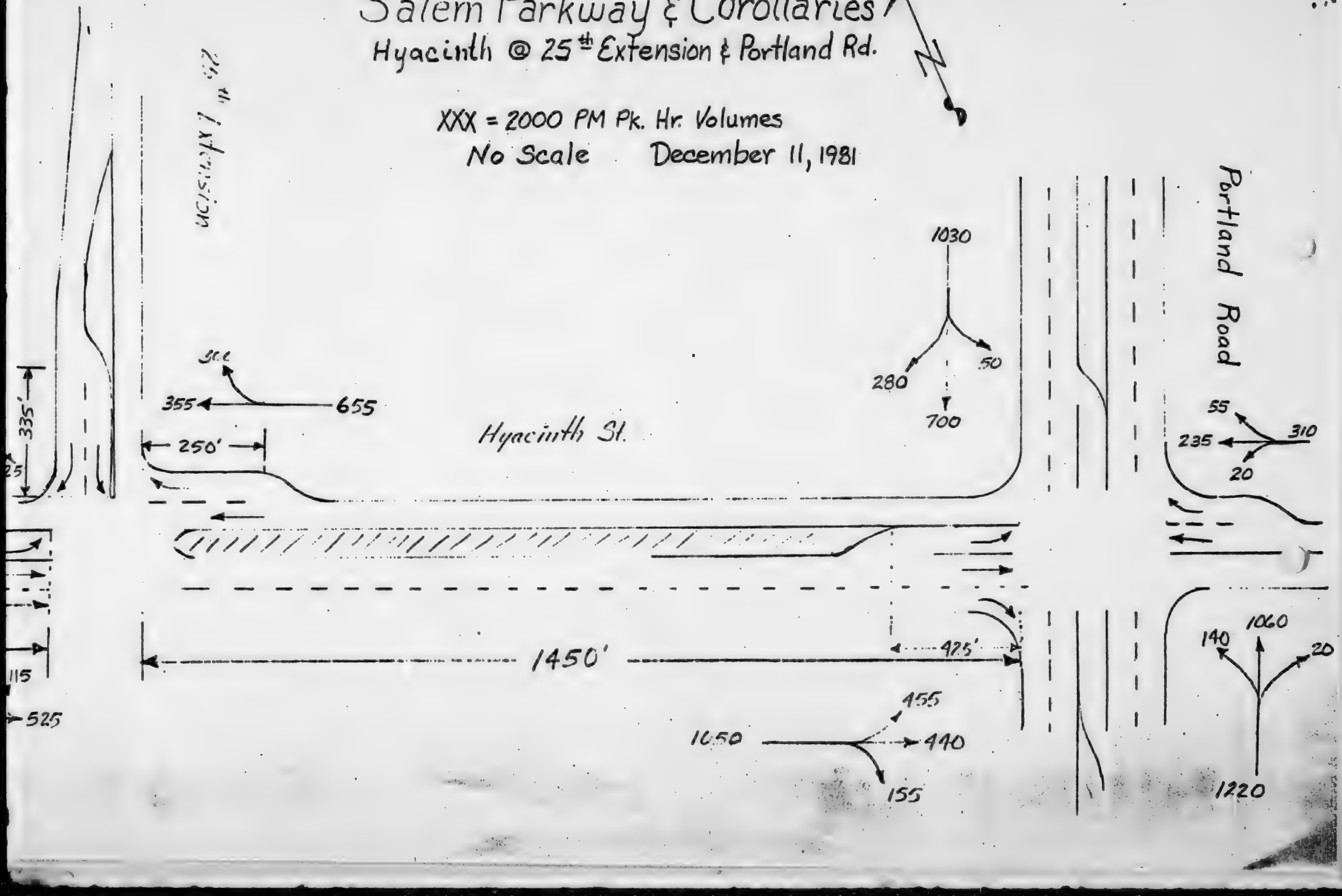


Salem Parkway & Corollaries

Hyacinth @ 25th Extension & Portland Rd.

XXX = 2000 PM Pk. Hr. Volumes

No Scale December 11, 1981



10

SEE SHE
MATCH

25TH AVE.

40+37.46 P.T.

41+43.88 =
R.R. 1506+68

Southern Pacific Rail

1505

1508

VERDA-LANE

S76°02'09"E

10" Water

8" San. Sew.

15" San. Sew.

Tek M.H.

G.V.

W.M.

G.M.

F.H.

W.V.

Taper 20:1

Taper 25:1

Taper 10:1

Ease

18"-245'

12"-15'

18"-130'

15"-40'

12"-52'

12"-64'

8"Dr.-66'

15"-265'

8"Dr.-65'

S16°16'03"W.

2" Gas

5' Ease

12"-50'

50' R.

2°30' C.R.
TΔ 7°40'28"
Ts 253.76

3+24.95 P.S.

45+24.95 P.S.C.

46+17.00 P.O.C. =

DIV. NO.	
10	OREGON

SEE SHEET 7
MATCH LINE

25TH AVE.

41+43.88 =
R.R. 1506+68

Southern Pacific Railroad

1505

1508

10" Water

24"

F.H.

24' W.V.

G.V.

8" San. Sew.

Ease

Taper 20:1

Taper 25:1

Taper 10:1

12"-15'

12"-52'

12"-64'

18"-130'

15"-40'

8"Dr.-66'

15"-265'

12"-30'

12"-50'

12"-210'

8"Dr.-65'

S. 16° 16' 03" W.

N.M.

G.M.

15" San. Sew.

34' +05

43' +75

31' +35

31' +20

50' R.

2° 30' C.R.
TΔ 7° 40' 28"
Ts 253.76

3+24.95 P.S.

45+24.95 P.S.C.

46+17.00 P.O.C. =

22+97.55 P.O.T.

+31.93 P.C.S.

+3.43
3'-100'

50 Inlet FL. 155.46
50 M.H. F.L. 155.80

18"-10'

+3.92

+0.20
18"-245'

+10

Exist. 15" San. Sew. @ 28.41'

50' V.C.

166.89

41+43.88 R.R. ℄

+1.03

+05 M.H. F.L. 158.00
+20 Inlet F.L. 163.50
+25

+0.62
18"-130'

80' V.C.

167.20

+2.046

+35 M.H. F.L. 163.80
Inlet F.L. 164.05

+0.95
15"-40'

+75 Inlet F.L. 164.43

Exist. 8" San. Sew.

100' V.C.

+00

170.78

15"

50 Inlet F.L. 155.46
50 M.H. F.L. 155.80

18"-10'

+3.92

+0.20
18"-245

+10

Exist. 12" San. Sew. @ 28" Lt.

50' V.C.

166.89

41+43.88 R.R. ℄

+1.03

+05 M.H. F.L. 158.00
+20 Inlet F.L. 163.50
+25

+0.46
18"-130

80' V.C.

167.20

+2.046

+35 M.H. F.L. 163.80
Inlet F.L. 164.05

+0.95
15"-40'

+75 Inlet F.L. 164.43

+00

Exist. 8" San. Sew.

100' V.C.

170.78

+0.95
15"-265'

+1.20

October 20, 1983

Marlin D. Brinkley, P.E.
City Engineer
City Hall
555 Liberty Street
Salem, OR 97301

DES 16

Re: Claxter Road N.E.-Portland Road N.E.
Verda Lane N.E. and Hyacinth Street, N.E.
Marion County

We have reviewed your storm drain crossing permit with SPRR and call your attention to the change in the storm drain crossing under the railroad, which may affect your storm crossing permit.

The proposed 15-inch pipe was increased in size to an 18-inch pipe. This was due to adding the storm water runoff from 25th Street, which before was not included in the system.

The grade line of the pipe was lowered a little to avoid a conflict with an existing sewer line. However, the distance from the top of the pipe to the bottom of the tie remains approximately the same at approximately 6.5 feet.

Donald R. Adams, P.E.
Final Design Engineer
ENC.
bc C. O. Fredrickson
N. E. Mann
Jerry Miller
Roger Trygstad

NEM:JA

1 Vanteeg ✓
Anderson
2 Adams
Macnab
Stoudenmayer
Turpin
3 Twedt
Wheatley

RECEIVED
OCT 24 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To .....
Bring Up ...../...../.....
Action .....

10,120

CITY OF SALEM, OREGON
City Hall / 555 Liberty St.
Zip Code 97301
Public Works Department

October 12, 1983

W.E. Cole, Final Design Supervisor
Oregon State Highway Division
Transportation Building
Salem, OR 97310

RE: Verda Lane-Hyacinth Street
W.O. 770348
Claxter Road to Portland Road
Southern Pacific Railroad
Storm Drain Crossing Permit

Dear Mr. Cole:

This is in response to your letter of April 20, 1983.

Enclosed is a fully executed copy of Southern Pacific's deed number 62555. Since the State Highway Division will be administering this construction contract, please have your project manager notify the railroad as requested in their September 30, 1983 letter, copy attached.

Sincerely,

DEPARTMENT OF PUBLIC WORKS

Marlin D. Brinkley, P.E.
City Engineer

MDB:RWL:dh
Enclosure

cc: C.O. Fredrickson, OSHD Region 2 Engineer
Cliff Lehman, OSHD Region 2 Project Manager
Ralph Lambert, Chief Design Engineer

Vernteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Turpin
Trout
Wolseley

RECEIVED
OCT 14 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

REFERRED TO
Watson Mann
Cole Stoudenmeyer
Eriksen King
Beard Bedford Lau
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

Cole

Southern Pacific
Land Company

Room 327 Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209 • (503) 228-8181
REAL ESTATE

BRIAN T. MULLINS
DISTRICT MANAGER—REAL ESTATE

September 30, 1983

IN REPLY PLEASE REFER TO
Deed 62555
(Labish)

Mr. Marlin D. Brinkley, P.E.
City of Salem
555 Liberty Street
Salem, Oregon 97301

Dear Mr. Brinkley:

Please refer to past correspondence in regard to proposed 15" storm drain Hyancinth Street, Salem, and your W.O. No. 770348.

Enclosed is fully executed counterpart of Deed 62555. This will acknowledge receipt of your check no. 123826 dated 9/21/83 in the amount of $325.

Before entering our property to construct this line, please notify our Office Engineer at 228-8181 extension 305, so that we may schedule an Engineer Inspector to be present. An Engineer Inspector, per agreement, must be present while you are on our property. The earliest possible notice will allow us to manage this requirement efficiently for your benefit as well as ours.

Yours very truly,

B.T. Mullins

RECEIVED
OCT 0 1983
City of Salem Public Works

AND WHEN RECORDED MAIL TO

Name

Street Address

City State Zip

ALSO ASS'GNED
LEASE
AUDIT NO. 199933

DEED
AUDIT No. 62555

SPACE ABOVE THIS LINE FOR RECORDER'S USE

RELMIS: C-721.8-X(N)

THIS INDENTURE, made this 7th day of July, 1983, by and between SOUTHERN PACIFIC TRANSPORTATION COMPANY, a Delaware corporation, herein termed "Railroad," and CITY OF SALEM, a municipal corporation of the State of Oregon, address: 555 Liberty Street, Salem, Oregon 97301, herein termed "Grantee";

WITNESSETH:

1. Railroad hereby grants to Grantee, subject to the reservations, covenants and conditions herein contained, the right to construct, reconstruct, maintain and operate a fifteen (15) inch storm drain, hereinafter termed "structure," in, upon, along, across and beneath the property and tracks of Railroad, at or near Labish (Salem), in the County of Marion, State of Oregon, crossing the center line of said tracks at Engineer's Station 1506+15, Mile Post 721.8, in the location shown on the print of Railroad's Shasta Region Drawing L-5529-A dated May 20, 1983, attached and made a part hereof.

Said structure shall be installed in accordance with minimum requirements of Form C. S. 1741, also attached and made a part hereof.

1-a. As a part consideration for the rights herein granted, Grantee shall pay to Railroad the sum of Three Hundred Twenty-five Dollars ($325).

*

*

2. Project markers in form and size satisfactory to Railroad, identifying the facility and its owner, will be installed and constantly maintained by and at the expense of Grantee at Railroad property lines or such locations as Railroad shall approve. Such markers shall be relocated or removed upon request of Railroad without expense to Railroad.

Absence of markers does not constitute a warranty by Railroad of no subsurface installations.

3. This grant is made subject and subordinate to the prior and continuing right and obligation of Railroad, its successors and assigns, to use all the property described herein in the performance of its duty as a common carrier, and there is reserved unto Railroad, its successors and assigns, the right (consistent with the rights herein granted) to construct, reconstruct, maintain and use existing and future railroad tracks, facilities and appurtenances and existing and future transportation, communication and pipeline facilities and appurtenances in, upon, over, under, across and along said property.

4. This grant is made subject to all licenses, leases, easements, restrictions, conditions, covenants, encumbrances, liens and claims of title which may affect said property and the word "grant," as used herein, shall not be construed as a covenant against the existence of any thereof.

5. The rights herein granted to Grantee shall lapse and become void if the construction of said structure upon said property is not commenced within one (1) year from the date first herein written.

6. Grantee shall bear the entire cost and expense of constructing, reconstructing and maintaining said structure upon said property. Grantee agrees that all work upon or in connection with said structure shall be done at such times and in such manner as not to interfere in any way whatsoever with the operations of Railroad. The plans for and the construction or reconstruction of said structure shall be subject to the approval of Railroad.

Grantee agrees to reimburse Railroad for the cost and expense to Railroad of furnishing any materials or performing any labor in connection with the construction, reconstruction, maintenance and removal of said structure, including, but not limited to, the installation and removal of such falsework and other protection beneath or along Railroad's tracks, and the furnishing of such watchmen, flagmen and inspectors as Railroad deems necessary.

7. In the event Railroad shall at any time so require, Grantee, at Grantee's expense, shall reconstruct, alter, makes changes in the location of said structure or otherwise improve said structure upon receipt of written notice from Railroad so to do.

8. Grantee shall, at its expense, comply with all applicable laws, regulations, rules and orders, regardless of when they become or became effective, including without limitation those relating to health, safety, noise, environmental protection, waste disposal, and water and air quality, and furnish satisfactory evidence of such compliance upon request of Railroad.

Should any discharge, leakage, spillage, emission, or pollution of any type occur upon or from the premises due to Grantee's use and occupancy thereof, Grantee, at its expense, shall be obligated to clean the premises to the satisfaction of Railroad and any governmental body having jurisdiction thereover.

Grantee agrees to indemnify, hold harmless and defend Railroad against all liability, cost and expense (including without limitation any fines, penalties, judgments, litigation costs and attorney fees) incurred by Railroad as a result of Grantee's breach of this section, or as a result of any such discharge, leakage, spillage, emission or pollution, regardless of whether such liability, cost or expense arises during the life of this indenture unless such liability, cost or expense is proximately caused solely by the active negligence of Railroad.

9. As part consideration, Grantee agrees to pay Railroad an amount equal to any and all assessments which may be levied by order of any authorized lawful body against the property of Railroad (and which may have been paid by Railroad) to defray any part of the cost or expense incurred in connection with the construction of said structure upon said property commenced within one (1) year from the date first herein written

10. Grantee, its agents and employees subject to provisions hereof, shall have the privilege of entry on said property for the purpose of constructing, reconstructing, maintaining and making necessary repairs to said structure. Grantee agrees to give Railroad five (5) days' written notice prior to commencement of any work on said structure, except emergency repairs, in which event Grantee shall notify Railroad's authorized representative by phone. Grantee agrees to keep said property and said structure in good and safe condition, free from waste, so far as affected by Grantee's operations, to the satisfaction of Railroad. If Grantee fails to keep said property and said structure in a good and safe condition, free from waste, then Railroad may perform the necessary work at the expense of Grantee, which expense Grantee agrees to pay to Railroa upon demand.

11. In the event any work upon or in connection with said structure or its appurtenances, to be done upon or adjacent to the tracks and property of Railroad, should be let to a contractor by Grantee, such work shall not be begun until such contractor shall have first entered into an agreement with Railroad, satisfactory to Railroad, and indemnifying Railroad from and against all claims, liability, cost and expense growing out of the performance of the work to be done by such contractor.

Insofar as it lawfully may, Grantee agrees to release and indemnify Railroad, its officers, employees, agents, successors and assigns, from all claims, liability, cost and expense howsoever same may be caused, including reasonable attorney fees, for loss of or damage to property and for injuries to or death of persons arising out of the construction, reconstruction, maintenance, presence, use or removal of said structure to the extent such loss, damage, injury or death results from acts or omissions of Grantee, its officers, employees or agents and for which Grantee is liable pursuant to ORS 30.265.

The word "Railroad," as used in this section, shall be construed to include, in addition to Railroad, the successors, assigns and affiliated companies of Railroad and any other railroad company that may be lawfully operating upon and over the tracks adjacent to said structure, and the officers and employees thereof.

13. Should Grantee, its successors or assigns, at any time abandon the use of said property, or any part thereof, or fail at any time to use the same for the purpose contemplated herein for a continuous period of one (1) year, the right hereby given shall cease to the extent of the use so abandoned or discontinued, and Railroad shall at once have the right, in addition to, but not in qualification of, the rights hereinabove reserved, to resume exclusive possession of said property or the part thereof the use of which is so discontinued or abandoned.

Upon termination of the rights and privileges hereby granted, Grantee, at its own cost and expense, agrees to remove said structure from said property and restore said property as nearly as practicable to the same state and condition in which it existed prior to the construction of said structure. Should Grantee in such event fail, neglect or refuse to remove said structure and restore said property, such removal and restoration may be performed by Railroad, at the expense of Grantee, which expense Grantee agrees to pay to Railroad upon demand, or Railroad may, at its option, assume ownership of said structure.

14. This indenture shall inure to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed in duplicate the day and year first herein written.

SOUTHERN PACIFIC TRANSPORTATION COMPANY,

By R. E. Banks
(Title) Manager, Contract Dept.

Attest: L Cook
Assistant Secretary

CITY OF SALEM,

By Sue Thorin
Mayor

By Ramona Hudson
Deputy Clerk

Route Symbol C Station LABISH Line MAIN LINE

E.S. 1506+15 MP 721.8 Vol Sec 17 Sheet 21

Applicant CITY OF SALEM

Address 555 LIBERTY ST.

City SALEM State OR. Zip 97301

Facility SEWER LINE Purpose U.G. XING

5 Underground signal line involved Yes ☐ No ☑

Materials and installation as per CE ____ CS 1741

Is Pipe Under Pressure NO

Distance From Bottom of Tie To Top of *Casing 6'

If Less Than 3'-0" Why? ____

If Pipe Carries Flammable Substances and has casing

Number and Location of vents ____

Materials		
	Carrier Pipe	REINF. CONCRETE
	Casing	N/A
Diameter	Carrier Pipe	15"
	Casing	N/A

If this been necessary to increase this to an 18" Pipe
MEM
10/18/83

Smooth Steel _____(In.)

Pipe Wall Thickness

*(Of Casing, if used - 2 Corrugated Metal _____(Gage

Otherwise Carrier Pipe)

Pipe Length		
	Carrier Pipe	CONTINUOUS
	Casing	N/A

If Pipe is Reinforced Conc. ASTM Class Designation ASTM C-76, TABLE III, WALL "B"

If Pipe is Cast Iron AWWA Class ____

5 Furnish Sketch 3

Plan, Cross Section and Description of Track or Tracks under which Proposed Pipe is to be placed together with all necessary dimensions.

4 Reference to assigned lease agreement No ____

REARRANGEMENT OF FORM 10-79 P.U.

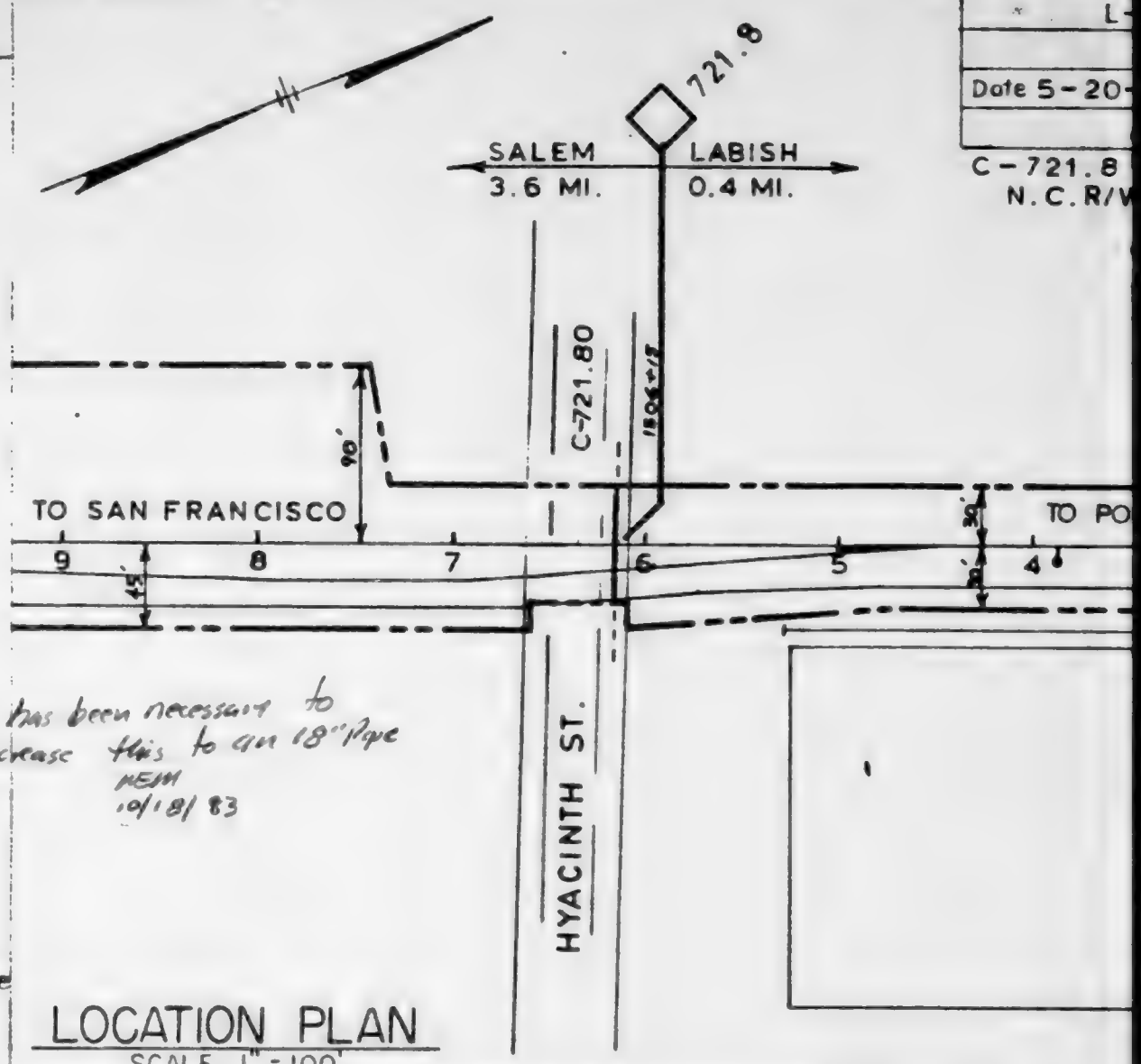
PIPE CROSSING DATA

4 SHASTA R

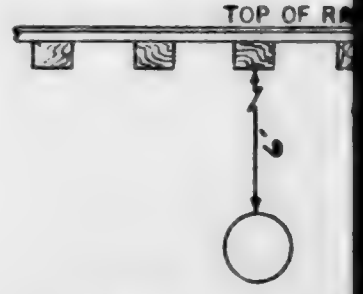
L-

Date 5-20-

C-721.8
N.C.R/W



LOCATION PLAN
SCALE 1" = 100'



CROSS SECT
NO SCALE

LEGEND:

RED SHOWS PIPE CROSSING

SHOWS S.P.T. CO. PROPERTY LINE

3 FORM

oute Symbol C: Station LABISH Line MAIN LINE

.S. 1506+15 MP 721.8 Vol Sec 17 Sheet 21

pplicant CITY OF SALEM

ddress 555 LIBERTY ST.

SALEM State OR. Z: 97301

acility SEWER LINE Purpose U.G. XING

derground signal line involved Yes ☐ No ☒

aterials and installation as per CE ____
CS 1741

e Pipe Under Pressure NO

istance From Bottom of Tie To Top of *Casing 6'

f Less Than 3'-0" why? ____

f Pipe Carries Flammable Substances and has casing
Number and Location of vents ____

Carrier Pipe REINF. CONCRETE

aterials Casing N/A

Carrier Pipe 15" — It has been necessary to increase this to an 18" Pipe MSM 10/18/83

iameter Casing N/A

Smooth Steel _____(In.)

ipe Wall Thickness
(Of Casing, if used - (2) Corrugated Metal _____(Gage
otherwise Carrier Pipe)

Carrier Pipe CONTINUOUS

ipe Length

Casing N/A

Pipe is Reinforced Conc. ASTM Class
Designation ASTM C-76, TABLE IV, WALL "B"
Pipe is Cast Iron AWWA Class ____

urnish Sketch (3)

Plan, Cross Section and Description of Track or Tracks under which Proposed Pipe is to be placed together with all necessary dimensions.

eference to assigned license agreement No ____

PIPE CROSSING DATA

4 SHASTA REGION

L-5529-A

Date 5-20-83

C-721.8-X
N.C.R/W

721.8

SALEM 3.6 MI.

LABISH 0.4 MI.

C-721.80

TO SAN FRANCISCO

TO PORTLAND

9 8 7 6 5 4 3

HYACINTH ST.

LOCATION PLAN
SCALE 1" = 100'

TOP OF RAIL

CROSS SECTION
NO SCALE

LEGEND:

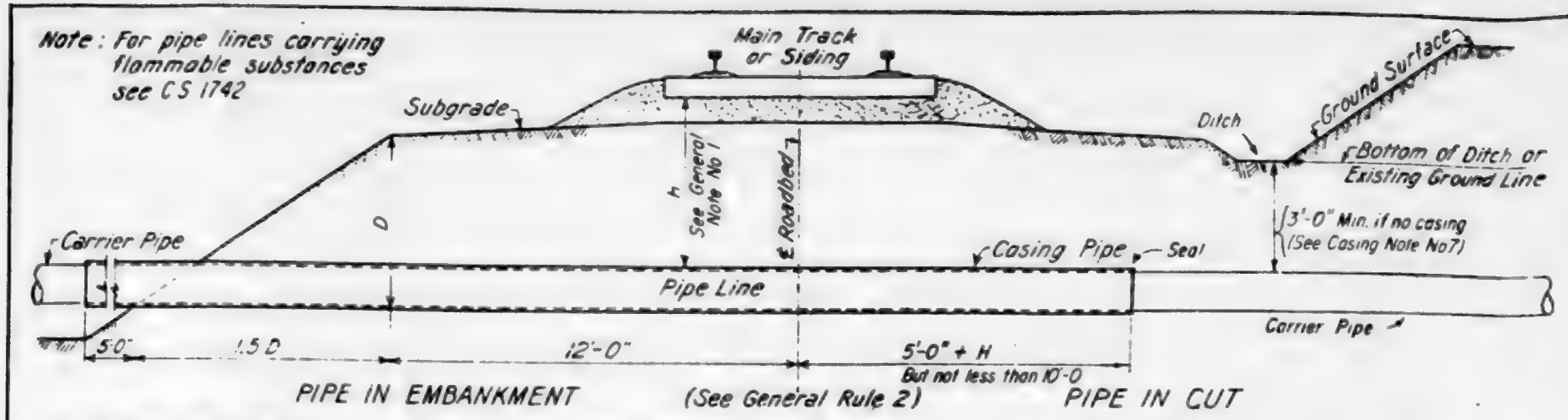
RED SHOWS PIPE CROSSING

SHOWS S.P.T. CO. PROPERTY LINE

(3) FORM 21-7000-1 (1-70)

C.S. 1741

Note: For pipe lines carrying flammable substances see C.S. 1742



PIPE IN EMBANKMENT (See General Rule 2) PIPE IN CUT

RULES GOVERNING THE INSTALLATION OF PIPE LINES TRANSMITTING WATER OR OTHER NON-FLAMMABLE SUBSTANCES WHEN CROSSING UNDER TRACKS

GENERAL

1. Distance H from bottom of tie to top of pipe, casing or concrete encasement shall not be less than 3'-0" (See exception in General Note 3.)

2. Any pipe lines crossing any track do not require a casing provided the carrier pipe is of sufficient strength to support the track and has watertight joints. For such pipe lines, casing lighter than specified in table I for supporting track may be used for installing pipe, provided the space between carrier pipe and casing is backfilled with grout or sand.

If carrier pipe does not have sufficient strength to support track, casing or concrete encasement must be installed. Length of casing measured at right angles to track shall extend each side of center line of track five feet plus the vertical distance from bottom of tie to top of casing or encasement but not less than ten feet, except that where casing is installed through railroad embankment it shall extend beyond slope of embankment.

3. When practicable, casings and carrier pipes may be installed by the jacking or boring methods. If these methods are used the minimum depth from bottom of tie to top of pipe or bore must be 3'-0" or one pipe diameter, whichever is greater; however, where there is good cohesive soil the depth may be less than one pipe diameter, but not less than 3'-0", with special permission of the Chief Engineer. If installed by tunneling or boring, the space around casing or carrier pipe must be backfilled with grout or sand.

4. No pipe lines shall be laid through or under bridges or culverts, where there is likelihood of restricting the area required for the purpose for which the bridges or culverts were built, or endangering foundations of important structures.

5. If additional tracks are constructed in the future, the protection shall be correspondingly extended.

6. Inverted siphons for drainage or irrigation ditches (C.S. 1705) using steel pipe with welded or screwed joints or corrugated iron pipe with all seams and joints close riveted and soldered having a diameter of 48 inches or less and the required strength to support track, may be installed without a casing.

CASING

1. Casing may be of either corrugated iron, smooth steel or concrete. It shall have sufficient strength to support track, except that a lighter casing may be used for installation purposes as provided in General Rule 2 above.

Nestable (knocked down) type plain galvanized corrugated pipe of gage corresponding to requirements of Table I may be used to protect carrier pipes that are already in place.

2. Metal casing for supporting track shall conform to thicknesses shown in Table I and shall have joints of either screw, welded or riveted type. It shall be galvanized or shall be dipped in preservative material and thoroughly coated inside and outside. If preservative material cannot be used on inside of casing, then the casing shall be at least one gage or 1/16" thicker than otherwise required.

3. Concrete casing for supporting track shall have the strength specified in current ATSM Serial Designation C-76, Class IV. All joints shall be water-tight and of an approved type of construction.

4. The inside diameter of casing shall be at least 2 inches greater than the largest outside diameter of carrier pipe.

5. Sizes of casing larger than shown in Table I are special cases and will be decided upon their merits.

6. Casing shall be so installed as to prevent formation of waterway under the railway. It shall have even bearing throughout its length and shall slope toward one end.

7. Regardless of the strength of carrier pipe, casings must be provided at all locations where pipe crosses under drainage ditches if cover is less than 3'-0". Casing under ditch may be separate from, or a continuation of casing under track, and must extend a minimum of 1'-0" beyond top shoulders on each side of the ditch.

8. When placed in open cut, pipe lines having diameter of 36" or less, when crossing tracks other than main tracks and sidings, may be encased in concrete as shown in Table II.

9. Where the ends of the casing are below ground, they shall be sealed to suitably protect against the entrance of foreign material which might prevent ready removal of the carrier pipe.

Where the ends of the casing are at or above ground surface and above high water level, they may be left open, provided drainage is afforded in such a manner that leakage will be conducted away from the roadbed and structures.

CARRIER PIPE

1. Carrier pipe shall be of an approved type with water-tight joints.

2. Corrugated iron, smooth steel or concrete carrier pipe when used without a casing shall have the same strength required above for casings.

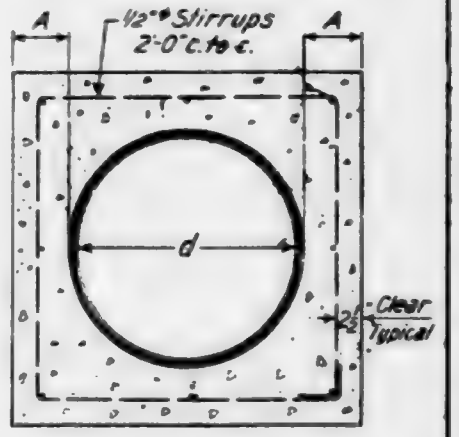
3. Cast iron carrier pipe used without a casing shall have a thickness not less than that specified for Class 150 Cast Iron pipe.

TABLE I
THICKNESS OF PIPE CASINGS FOR SUPPORTING TRACK

Inside Diameter	Corrugated Iron Pipe	Smooth Steel Pipe
Inches	U.S. Std. Gage No.	Min Thickness Inches
4 to 10	14	1/8
12	14	5/16
15, 18	14	1/4
21, 24	12	1/4
30, 36	10	5/16
48, 54, 60	8	

TABLE II
CONCRETE ENCASEMENT FOR PIPES

d Inches	A Inches	Number of Longitudinal 1/2" ø Bars
10, 12	4	4
15	5	4
18	5	8
21, 24, 27	6	8
30	7	12
33	8	12
36	9	12



SOUTHERN PACIFIC LINES
COMMON STANDARD

PIPE LINES
FOR NON-FLAMMABLE SUBSTANCES CROSSING UNDER TRACK

NO SCALE

ADOPTED APR. 20, 1953
REVISED JAN. 5, 1970

Salem

VICTOR ATIYEH
GOVERNOR

PUBLIC UTILITY COMMISSIONER OF OREGON

LABOR & INDUSTRIES BUILDING, SALEM, OREGON 97310 PHONE (503) 378-5542

Versteeg ✓
Adams
Olson
Sullivan
Terp'n
Trou.
Wakerlig

RECEIVED
JUN 11 1982
ROAD DESIGN SECTION

Do it
Return
Bring
Action

June 9, 1982

All Parties in Interest

RE: PUC Dockets SXF 1296, Verda Lane; SXF 1297, Hyacinth Street; and SXF 1327, Claxter Road, Salem

The Commissioner has ordered that hearings be held in the above-listed cases. Each docket is an entirely separate case; however, each case is germane to the others. Therefore, each docket will be addressed in a single hearing. The hearing has not been scheduled, but we anticipate that it will be held around the middle of July.

Due to requests by various parties in interest for on-site meetings, PUC staff has scheduled an informal meeting at 1:00 p.m. on Wednesday, June 16, 1982, in Conference Room A, Basement, Labor & Industries Building, Salem. The meeting is being held to attempt to clarify some of the questions that have been raised in these cases, and to try to resolve some of the differences between the various parties in interest to avert the hearing if possible.

PUC staff invites the parties in interest to these cases to attend the meeting on June 16.

L. W. Walling, Jr.
Transportation Specialist
Rail Rate and Service Division

jlr:2717J

cc: DJA
CJR
DAS

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Eriksen 7.E. Watson
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

XC: E.S. Hunter
H.J. Versteeg

RECEIVED
JUN 9 1982
RR & UTILITY UNIT

ROAD DESIGN SECTION DES 16

C. O. Fredrickson
Region 2 Engineer

October 4, 1983

Lyle K. Watson
Final Design Supervisor

Status Report
Claxter Road N.E.-Portland Road N.E.
Verda Lane & Hyacinth Street N.E.
Marion County

Preliminary grading and paving plans are to be distributed during the week of October 10, 1983. The Stage Construction and T.P. & D.T. are being worked on and distribution will be made around November 1, 1983.

The Traffic Engineering Section expects to complete the signal plans by November 1, 1983.

A sign study plan for permanent signing will not be available until mid-December 1983.

The City of Salem is negotiating for the right of way and they are expected to be completed by March 1984.

LKW:kkr

cc: J. B. Boyd
L. E. George

1 Vertrees ✓
Anderson
2 Adams
3 Macnab
Stoudenmayer
Turpin
5 Trout
4 Wilmoth

RECEIVED
OCT 04 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

* Note: Hand carried by Bonnie. Picked up in Region 2 on 10-11-83 @ 4:30 pm. L.

Salem

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-6

TO: C. O. Fredrickson
Region 2 Engineer

DATE: September 26, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Verda Lane-Hyacinth Street
Claxter to Portland Road
Concrete Islands - City Request

Versteeg ✓
Anderson
Adams ✓
Macnab
Stoudenmeyer
Terpin
Trout
Wakeley

RECEIVED
SEP 27 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To .....
Bring Up ...../...../.....
Action .....

In a letter to you from Marlin Brinkley, dated September 19, 1983, the status of additional islands at the subject intersection was requested.

As you are aware, the Federal Highway Administration objects to placing concrete islands where there is a possibility of designing the signal without islands. It would appear that this can be accomplished without concrete islands. Painted channelization for traffic control is an acceptable alternate.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

WRZ:ds

cc: D. R. Adams

REFERRED TO

Watson W 2 Mann
Cole Stoudenmeyer
Eriksen King
Beard Bedford Lau
Return Discuss Do File Doe
By FINAL DESIGN ENGINEER

81-125-1387

Contains Recycled Materials

Copy from Final Design
9/23/83

Dan Williams
OSHD
Bill Z
File

CITY OF SALEM, OREGON
City Hall / 555 Liberty St.
Zip Code 97301
Public Works Department

September 19, 1983

C. O. Fredrickson, Region Engineer
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem, OR 97310

RE: Verda Lane - Hyacinth Street
Claxter Road to Portland Road
Section
Comments on Preliminary Plans

Dear Mr. Fredrickson:

Our preliminary review of these very preliminary plans revealed several items which should be considered before final approval:

1) Sheet 4

It appears that the north curb line of Hyacinth Street between the Burlington Northern Railroad tracks and the "V" line frontage road could be moved slightly to the north by tapering more to the east to provide a minimal length left turn refuge on Hyacinth Street for traffic turning southbound on the "V" line frontage road.

This frontage road will serve industrial uses and a significant amount of truck traffic could be using the roadway. A minimal length refuge would be better than none at all.

2) Sheet 5

The City requested, by letter dated January 7, 1983 to you, consideration of additional islands at the Hyacinth Street/Portland Road intersection to provide improved channelization and signalization of this intersection. These preliminary plans do not indicate any change from prior plans. Could you determine the status of this request?

Bill Z - draftsman do concrete islands - filed against in the past. LEG

RECEIVED
SEP 20 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ___/___/___
Action NOTED W.R. ZIRBES

NOTED L.E. GEORGE

NOTED DWAYNE HOFSTETTER

We would appreciate your thoughts and consideration on these suggestions and if feasible hopefully, they can be incorporated into the plans before they are finalized.

Sincerely,

DEPARTMENT OF PUBLIC WORKS

Marlin D. Brinkley, P.E.
City Engineer

MDB:RWL:dh

cc: Don Adams, OSHD Final Design Engineer
Ralph Lambert, Chief Design Engineer
Lew Garrison, Traffic Design Engineer

10,120

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

July 22, 1983

Oregon State Treasurer
Attn: Cheryl Griffith
Local Government Investment Pool
Room 159, State Capitol Building
Salem, Oregon 97310

RE: Verda Lane & Hyacinth Street
Claxter Rd. - Portland Rd. Section

Dear Ms. Griffith:

You have on file a "Limited Power of Attorney" authorizing the Oregon State Highway Division to withdraw funds from the Local Government Investment Pool (Account No. 4718) for Marion County's share of costs of the above referenced projects.

Funds in the amount of $11,640 for the subject project are being transferred directly to the Local Government Investment Pool by the Marion County Treasurer on July 25, 1983.

Sincerely,

Robert J. Hansen
Director of Public Works

RJH:dc

cc: Highway Accounting - w/attachments
D.E. Swan - w/attachments
Board of Commissioners
Ralph Grim
Earl Horton
Margaret Lelack
Jim Sears

Attachments

Notified Don Auman & Phil Stevens

LIMITED POWER OF ATTORNEY
AL GOVERNMENT INVESTMENT POOL

Marion County hereby appoints the Investment Manager of the Oregon State Excess Fund as attorney in fact for it, and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division, and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Comptroller; Frank R. Griffin, Highway Division Assistant Comptroller; or Richard Hacek, Highway Division Assistant Comptroller for the State of Oregon, for the purpose of depositing the proceeds of such warrants to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The Marion County Treasurer, upon request by the Director of Public Works, will deposit with the State of Oregon Investment Pool various sums of money determined to be the County's share of the cost of certain improvements to be made in connection with Federal Aid projects. The purpose of this deposit is to create an account from which to pay the County's share of the cost of said projects. County deposits will each be identified as made for a specific project, and subsequent withdrawals by the State will be charged to individual project funds.

By this document Marion County authorizes the Highway Division of the State of Oregon, Department of Transportation, to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of any one of them upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

The County will withdraw interest earned by the account as it deems appropriate.

This Power of Attorney was authorized by Marion County this 28th day of October, 1981, by a vote of the majority of a quorum of its governing body.

MARION COUNTY BOARD OF COMMISSIONERS

Chairman

Commissioner

Commissioner

NPROVED AS TO FORM:

Marion County Legal Counsel

10,120

July 8, 1983

FAU Adv.

Robert J. Hansen
Director of Public Works
Marion County
300 Senator Building
220 High Street
Salem, OR 97301

Dear Bob:

We have submitted a proposal to the Federal Highway Administration for approval of the right-of-way acquisition phase on the Chemeketa Road N.E. Portland Road N.E. Section of Verda Lane and Hyacinth Street.

The Construction Finance Agreement No. 7098 requires a deposit for the County share of the R/W costs, be made at this time. The County share is computed as follows:

Total Estimated R/W Cost	$1,039,000
Less Federal Funds	879,750
Local Match	$ 159,250

County Share: 7.35% of $159,250 = $11,640

We will proceed with R/W acquisition after receipt of your advance deposit. You may use one of the three options for payment described in the attachment.

Very truly yours

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

7-25-83
LGIP
11,640
Q

GEI:pf
Attachment

bcc w/AD # 83 58: Paul Stearns Region 2
Virgil Wilson Region 2 R/W
V. E. Skoog Please return completed AD # 83 58 when advance deposit is made.

CON 21-2

12,120

7-11-83

I-305

LETTER OF APPROVAL AND/OR AUTHORIZATION

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1. FEDERAL-AID PROJECT NO.: IX-1685(4)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.:

5. ITEM NO.: 20065

2A. COUNTY NAME: Marion

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7-11-83	FAU 1685	City Street

10. GENERAL LOCATION:

CLAXTER ROAD NE. - PORTLAND ROAD NE.

11. GENERAL DESCRIPTION OF WORK

RIGHT OF WAY

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [X] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's June 22, 1983 lettter, you are authorized to proceed with all phases of right of way acquisition for Files 53329 through 53353, 53511 and 53526, as shown on right of way map 1A-18-25 at a TEC of $1,035,000 - Federal Funds $879,750.

Also, as requested, I approve the relocation and last resort housing plan dated June 8, 1983.

The above authorization is subject to a Relocation Assistance Agreement between the City of Salem and the State, approved by FHWA, before actual acquisition commences.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
JUL 15 '83
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Design	Act	File

Original

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7-11-83	John D Wilken	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,120

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6-2

DATE: June 22, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 20065
Project No. IX-1685(4)
Claxter Road N.E. - Portland Road N.E. Section
Marion County

Enclosed is data consisting of PR-1 forms, sketch maps, right-of-way maps 1A-18-25, 9B-22-20, and 9B-22-21 and a relocation plan dated June 8, 1983, on the subject project.

I request the following:

1) Approval of the enclosed relocation and last resort housing plan on the project.

2) Authorization to proceed with the actual acquisition of right-of-way all phases, including relocation assistance, and last resort housing at an estimated total cost of $1,035,000 with an obligation of $879,750 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way maps. Enclosed is a copy of Mr. Henry's memo of June 21, 1983, which indicates the city is adequately staffed, equipped, and organized to acquire the right-of-way.

Within a reasonable period of time, prior to displacement, a comparable replacement dwelling will be available or provided for the displaced family who are initial occupants or adequate replacement dwellings will be available or provided for displaced individuals or families who are subsequent occupants for each displaced person on this project. This assurance is based on the enclosed relocation plan. Relocation assistance will be provided by the City of Salem with review by the Region 2 Right-of-Way Office at 2960 State Street in Salem.

7-1-83
Notify
Sam Fraser when
this is obligated

7-14-83
Cliff says FHWA
authorized 7-11-83
Notified Sam Fraser

7-15-83
Letter to typist

Form 734-3122

Our state and the City of Salem's relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in FHPM 7-5-1.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:lb

Attachments

cc: J. B. Boyd
D. Aman
G. Zehner
General Files

Budget Bureau No. 41-R2067; Approval E

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

June 23, 1983

U.S. DEPARTME
BUREAU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (1-8) (9-20)	PROJECT LOCATION (45 typewriter spaces) (21-65) City St., Verda Lane & Hyacinth St. N.E.	ADT	PRESENT 8,000	FUTURE ---- (66-69)	YEAR ---- (70-71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (1-2)
CARD 3	CHARACTER OF PROPOSED WORK (33 typewriter spaces) (29-62) Right-of-Way Acquisition	NATL. FOREST (63-65)	FH ROUTE NO. (66-68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72-73)	PL. AUTH YR (74-75)	PROJECT NUMBER PREFIX LETTER(S) IX- (14-28)	NUMBER 1685 (7-13)	SEQ. NO. (4)
CARD 4	CLASS OF FEDERAL FUNDS Interstate Transfer						COUNTY NAME Marion		CODE 047 (14-16)		
	NAME OF URBAN AREA (17-31) Salem						ROUTE NO. U	FEDERAL-AID 1685 (32-42)	STATE City St (50-56)	U.S. (57-60) ---- (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	Cri PR (Pr
1	(1-4)(5)	(10)	41	42	43-46	53		(54-59)	(60-66)	(67-76)			
5					PE								
5					ROW		"Claxter Rd. N.E.- Portland Rd. N.E. Section"	0.57	1,035,000	879,750	----	11,644 (Co.) 143,606 (City)	
5					CONST (CODE)								ROW-68 Access Parking partial
							PROJECT TOTALS	0.57	1,035,000	879,750	----	155,250	

CARD 1	CODE 1	PREPARED BY C.L.
1	14	PROGRAM APPROVAL DATES 9-25-81

(16) (23)(24) (33)

REMARKS

Additional Data: item No. 20065; Project No. IX-1685(3).

-OV

USCOMM D

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

June 23, 1983

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ity St., Verda Lane & Hyacinth St. N.E.	ADT	8,000	----	----	10	Oregon	41	178 580	20065

ED WORK (33 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	L Projects Only POST MI.	DESIG.
Acquisition								IX-	1685	(4)		

DS	COUNTY NAME	CODE	PROGRAM STAGE
Interstate Transfer	Marion	047	1 OR 2
Salem	ROUTE NO. U	FEDERAL-AID 1685	STATE City St	U.S. ----

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW		"Claxter Rd. N.E.-Portland Rd. N.E. Section"	0.57	1,035,000	879,750	----	11,644 (Co.) 143,606 (City)	
CONST (CODE)								ROW-68' min.; Access Control-none; Parking Restrictions-partial.
		C.L. PROJECT TOTALS	0.57	1,035,000	879,750	----	155,250	

PROVAL DATES

9-25-81

REMARKS

Additional Data: item No. 20065; Project No. IX-1685(3).

-over

USCOMM DUSCOMM-DC 48805-P81

Claxter Rd. N.E.-Portland Rd. N.E. Section
Project No. IX-1685(4)

Project Data: Work consists of right-of-way acquisition all phases including relocation assistance as required for the future construction to provide for two travel lanes with left turn median, 6 foot shoulder bikeways and sidewalks.

Railroads: Crossing #	3E-67.8	C-721.79
Name of Railroad----------	Burlington Northern Inc.	Southern Pacific Transportation
No. of Tracks----------	Two (Main & Spur)	Three
No. of Trains----------	4 (Freight)	22 (20 Freight & 2 Passenger)
No. of Hi Speed Trains-------	None	None
Existing Crossing Protection-	No Existing Crossing	X-bucks & Stop Signs
Proposed Crossing Protection-	Cantilever Flashing Lights & Drop Arm Gates	Cantilever Flashing Lights & Drop Arm Gates
Railroad Benefits ----------	None	None

Data for PR-37: Relocation Assistance

Moving Costs (3 Families)----------	$ 1,500
Replacement Housing ----------	10,000
Last Resort Housing (2 Families) ----------	20,000
Moving Costs (2 Businesses) ----------	18,500
	$50,000

Note: 1) This Project is in Congressional District No. 5.
2) Included in FY '83 MWVCOG TIP A/E. Item No. 1.3.2 Page 22
3) Fiscal Data:

	TOTAL COST	FEDERAL FUNDS
Appn Code 178	$447,638.00	$380,492.00
Appn Code 580	587,362.00	499,258.00

10,120

CON

STATE OF OREGON

INTER-OFFICE MEMO

TO: Gary Potter, Manager
Program Management Section

DATE: June 10, 1983

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Claxter Road NE - Portland Road
NE Section
Verda Lane NE & Hyacinth St.
Marion County
FAP No. IX-1685(3)

We have received 27 files on the above FAI-X project that is scheduled for a F 2 Quarter 84 letting. The acquisition of this right-of-way is estimated at $1,035,000 which includes $50,000 for a relocation and moving allowance. A relocation plan is being prepared and will be forwarded to the proper parties for approval.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

The above estimate covers files 53329 through 53353, 53511 and 53526 as shown on map 1A-18-25.

DA:jr
attach.

PROGRAM SECTION
MANAGER ..... PROJECT UNIT ..../
JUL 1 1983
MAIL ASSIST. ..... PROJECT UNIT .....
REFER TO .....
FOR .....

$1,035,000
@ 85%
$879,750 - F.F.

6-13-83
Richard Santner says the amounts shown in TIP are estimates - plenty of funds available for increases such as this one.

81-125-1307

CITY OF SALEM
OREGON
City Hall / 555 Liberty St
Zip Code 97301

Public Works Department

NUIED
W. E. SCHWARTZ

June 8, 1983

RECEIVED
STATE HWY ENGR
JUN 13 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RE: Verda Lane-Hyacinth Street-
Claxter Road
Claxter Road to Portland Road
W.O. 770348

Dear Interested Citizen:

During 1979 and 1980 the City of Salem, Marion County, Mid-Willamette Valley Council of Governments and Oregon State Highway Division prepared an environmental impact study for several new roadways in the North Salem-Keizer area. The Salem City Council and Marion County Board of Commissioners held a public hearing on these projects on May 4, 1981 at McNary High School. On May 18, 1981 and May 21, 1981, the Salem City Council and Marion County Board of Commissioners, respectively, adopted motions to proceed with the following projects:

1. Salem Parkway, from Chemawa Road to Pine street westerly of the Burlington Northern Railroad.

2. Chemawa Road Interchange at Interstate 5.

3. Chemawa Road improvements from Interstate 5 to Portland Road.

4. Cherry Avenue at North River Road intersection improvements.

5. Verda Lane-Hyacinth Street to replace Claxter Road as a main connection between Keizer and Portland Road.

Each of these projects have been proceeding through right of way acquisition, contract plan preparation, various approvals, and finally to construction. The Salem Parkway from Claxter Road to Pine Street will open to traffic this summer. The Chemawa Road Interchange at Interstate 5 is under construction and should be ready to open to traffic in the fall of 1984.

The Verda Lane-Hyacinth Street project has been slightly delayed due to lengthly negotiations with the Burlington Northern and Southern Pacific railroads during 1982. These negotiations were regarding which streets would cross the two railroad tracks upon completion of the street construction.

Attached is a vicinity map which shows the final plan that was adopted on March 3, 1983.

The main traffic flow in this area is intended to be routed off of Claxter Road onto an extension of Verda Lane to an improved Hyacinth Street to Portland Road. Connecting roadways will be constructed from Claxter Road to Verda Lane-Hyacinth Street, 1) between the Burlington Northern and Southern Pacific railroads, and 2) at 25th Street. Claxter Road will be cul-de-saced at each side of the Salem Parkway and at each side of the Southern Pacific Railroad tracks. All of these changes are for the purpose of:

1. Reducing accidents at the Verda Lane-Claxter Road intersection, and

2. Reducing accidents at the Southern Pacific Railroad crossing, and

3. Improving traffic flow at the Hyacinth Street-Portland Road intersection.

The City of Salem, Marion County, and State Highway Division will be acquiring the additional necessary street right of way along Verda Lane-Hyacinth Street and Claxter Road during the remainder of 1983. The street construction is scheduled to be done in 1984 and 1985.

If you have any further questions regarding the Verda Lane-Hyacinth Street-Claxter Road project, please call Ralph Lambert of my staff at 588-6211.

Very truly yours,

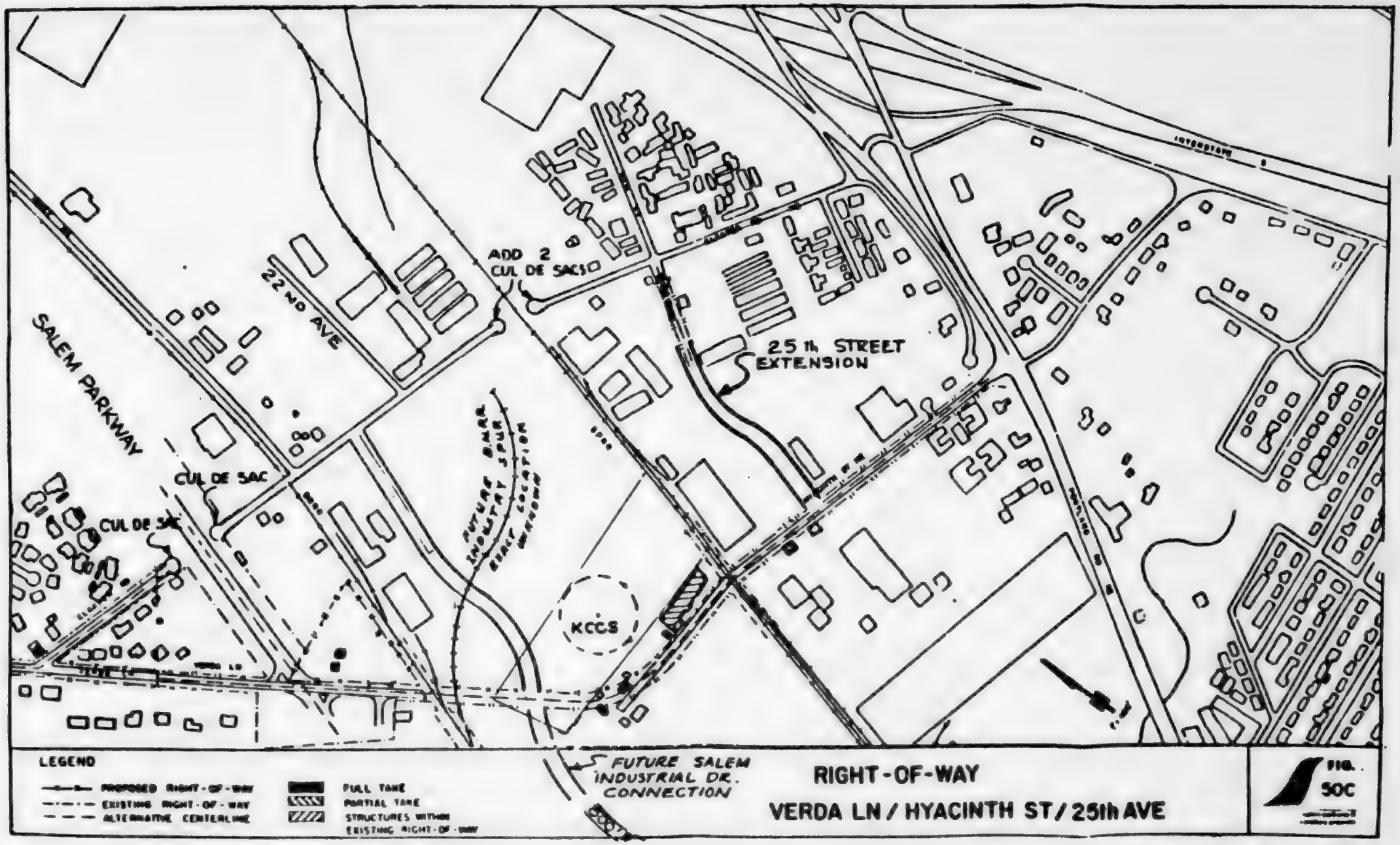
DEPARTMENT OF PUBLIC WORKS

Marlin D Brinkley

Marlin D. Brinkley, P.E.
City Engineer

MDB:RWL:dh
Attachment

cc: Byron Meadows, Marion County Public Works Department
Ralph Lambert, Project Engineer, City of Salem
Larry Glassock, Property Development Supervisor
Virgil Wilson, OSHD Region 2, Right of Way Supervisor



REVISED: 9-23-82 RWL

STATE OF OREGON

INTEROFFICE MEMO

TO: Virgil Wilson
Region 2 R/W Supervisor

DATE: May 26, 1983

FROM Adele L. Egan, Supervisor
Right of Way Office Unit

SUBJECT AGR 225
Salem Parkway-Portland Rd. Sec.
Verda Lane and Hyacinth Street
City of Salem
Misc. C&A 7698

MISC. CONTRACTS and AGREEMENTS No._____

Attached is an original and a copy for your files of this right of way services agreement.

Temporary prefix for the project will be 424-8261.

AE
mp
Attach.

cc: Comm. Serv., w/orig.
Finance, w/c
Local Gov't Programs, w/c

10-14-83
submitted in agree. book

01-125-1387

SUPPLEMENTAL NARRATIVE REPORT to "Salem Parkway - Portland Rd" narrative

SALEM PARKWAY - PORTLAND RD (99E)

CLAXTER RD - HYACINTH ST SECTION
MARION COUNTY
JANUARY 1983

HISTORY

The Claxter-Hyacinth 'CH' line connection enters Hyacinth at 'L' Sta 32+80 and enters Claxter 260' west of 22nd Ave. It is an addition to the Parkway-Portland Rd Project which will serve the area of Claxter Rd-22nd Ave between the Parkway and the SPRR Crossing. This eliminates the need for the SPRR Crossing on Claxter as requested by SP.

The typical section of Hyacinth has been changed to show a 14' median-left turn lane for the new street connection. Addition of a 12' right turn-decel lane on Hyacinth and a 14' median-left turn lane on 'CH' line at Hyacinth was determined to be unnecessary by Marlowe Krohn.

The estimated quantities and right of way needs for the Parkway-Portland Rd Project will need to be adjusted as a result of the addition of the 'CH' line.

The BNRR Crossing on Claxter will be left open accessing the properties to the west of the RR and east of the Parkway. The originally proposed Parkway frontage road to access this area has been dropped. Claxter Rd will now end in a cul-de-sac at the Parkway, and a cul-de-sac on the west side of SPRR.

HORIZONTAL ALIGNMENT

Horizontal control is provided by a 'P' line traverse run through the project. LDP coordinates from the Salem Parkway Project were used to compute the traverse.

Alignment considerations were:

1) Shifting the line west to avoid splitting the industrial property between BNRR and SPRR in two.
2) Facilitating the possibility of a RR spur line into the industrial property.
3) Avoiding the ground plane around the radio signal tower to the east.

TYPICAL SECTION

'CH' line; 2(12') travel lanes;and 2(6') shoulder/bike lanes with Type C curb and 5' sidewalks both sides throughout. A left turn lane from 'CH' line to Hyacinth and a right turn deceleration lane on Hyacinth were not necessary as advised by Marlow Krohn.

'L' line; the typical section will change with a 14' median either side of the connection (left turn lane) with a 120' storage area.

SURFACING

Recommended surfacing is 11" CTB with 4" AC and 1-1/2" future AC for this project.

MATERIALS

There will be approximately 2,100 cu yds of general excavation and 700 cu yds embankment. The excess of excavated material could possibly be placed in a site owned by Salem Sand and Gravel just to the south.

ENVIRONMENTAL

Consideration was given to the possibility that potentially corrosive water may contaminate the topsoil near the fertilizer company's waste pond. Region Geology was consulted, and a crew probed the soil in this area. Probing the soil revealed 2' - 9' of very soft wet clay, but could not determine if the topsoil is contaminated. Further study of this situation should be considered before construction of this roadway is begun.

RIGHT OF WAY

Right of way width throughout the job will be 70'. This provides 1.0 foot behind the sidewalk on both sides with 4:1 side slopes.

UTILITIES

1) City Water: Two lines run the length of Claxter Rd. One is a 10" service line and the other is a 42" transmission line. A 6" line beginning at Claxter runs to about 'CH' Sta 16+20 and services one business and one fire service line.
2) Northwest Natural Gas: A 2" line runs the length of Claxter and services the businesses along Claxter.

3) Sanitary Sewer: An 18" line flowing south from the industrial sites on 22nd and Claxter parallels 'CH' line. It crosses centerline at Sta 17+30 and turns west at Sta 18+60.

4) PGE Power Lines: All are overhead and may need to be shifted.

Conflicts should be minimal throughout this section of the Project.

DRAINAGE

Dave Bryson in the Hydraulics Unit was contacted and provided assistance in designing this Storm Sewer System.

The storm sewer for 'CH' line will connect to the proposed storm sewer for Hyacinth at 'L' line Sta 32. The storm sewer design for Hyacinth has been adjusted to carry this additional runoff.

18" pipe was used throughout the new section to facilitate additional runoff from future industrial sites and flattening the grade line slopes to allow the new line to enter the Hyacinth line at grade. A minimum velocity of 3.0 fps was maintained.

Runoff from all of Fitzmaurice Fertilizers' property to the west of 'CH' line (from Sta 10 to Sta 16) is channeled into an inlet located in the center of this property west of 'CH' Sta 14+50. During times when fertilizer is stored on this site runoff is directed from this inlet to the waste pond in the southeast corner of the property. However, when fertilizer is not being stored on this site runoff is diverted via a 6" PVC pipe to the field

immediately east of this property. Provision should be made for this runoff to enter the storm sewer on 'CH' line directly, at those times that fertilizer is not stored on the property.

The existing 12" culvert under 'CH' line at Claxter Rd is plugged. Culvert should be removed and replaced with 12" PCC culvert. This will drain the ditch line on the south side of Claxter Rd.

STAGE CONSTRUCTION

Claxter Rd should be left open to traffic from Portland Rd and from Keizer until the project is completed.

BID ITEMS

MOBILIZATION

Standard specifications apply.

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC

Standard specifications apply.

TEMPORARY SIGNS

Standard specifications apply. Construction Ahead and portable signs provided.

BARRICADES

Standard specifications apply.

FLAGGERS

Standard specifications apply.

CLEARING AND GRUBBING

Some heavily wooded land needs clearing between Sta 17 and Sta 22.

GENERAL EXCAVATION

Excess quantities to become property of contractor. EXISTING AC ROADWAY SURFACE CONSIDERED TO BE GENERAL EXCAVATION.

TRENCH EXCAVATION

Pipe backfill material included in original cost estimate for Hyacinth St.

FINISH ROADBED AND SLOPES

Standard specifications apply.

WATERING

Standard specifications apply.

CEMENT TREATED BASE

Standard specifications apply. A nominal thickness of 11" of CTB to be used curb to curb.

CEMENT IN CTB

Standard specifications apply.

CLASS 'B' AC

Standard specifications apply. Consists of a 2" Base Course and a 2" Wearing Course throughout.

ASPHALT IN AC

Standard specifications apply.

12" AND 18" SEWER PIPE

Standard specifications apply.

MANHOLE

Standard specifications apply.

CG-2 INLETS

Standard specifications apply. Used in place of manholes.

SIDEWALKS 4" PCC

Standard specifications apply. 5' walk proposed throughout job.

DRIVEWAYS 6" PCC

Standard specifications apply. Consist of two driveways to industrial firms.

CURBS - TYPE 'C'

Standard specifications apply.

ADJUST MANHOLES

Standard specifications apply at intersection with Claxter Rd.

SEEDING AND MULCHING

Standard specifications apply.

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date January 12, 1983

Section Claxter-Hyacinth Sec/Parkway-Portland Rd County Marion

Kind of Work Grading, Paving & Drainage Length 0.27 Name Don Thurston

No.	Item	Code	Unit	Quantity	Unit Cost	Total
1	Mobilization	110	L.S.		7%	14,800
2	Temp Prot & Direction of Traffic	111	L.S.		2%	4,100
3	Temporary Signs	111	sq ft	150	6.00	900
4	Temporary Barricades	111	ea	2	100.00	200
5	Flaggers	111	hr	160	22.00	3,520
6	Clearing & Grubbing	201	L.S.			4,500
7	General Excavation	203	cu yd	2,100	4.50	9,450
8	Trench Excavation	206	cu yd	750	8.00	6,000
9	Finish Roadbed & Slopes	222	L.S.			2,000
10	Watering	233	M-gal	21	10.00	210
11	ement Treated Base	308	ton	3,960	14.00	55,440
12	Cement in CTB	308	ton	220	80.00	17,600
13	Class 'B' AC	403	ton	1,420	13.00	18,460
14	Asphalt in AC	403	ton	95	180.00	17,100
15	Asphalt in Seal & Tack	308 407	ton	2	250.00	500
16	12" Sewer Pipe	603	lin ft	175	12.00	2,100
17	18" Sewer Pipe	603	lin ft	1,245	18.00	22,410
18	12" Culvert Pipe	603	lin ft	100	12.00	1,200
19	Manholes	604	ea	1	1,500.00	1,500
20	Inlets CG-2	604	ea	10	400.00	4,000
21	Sidewalks, 4" PCC	608	sq yd	1,620	12.00	19,440
22	Driveways, 6" PCC	608	sq yd	70	16.00	1,120
23	Curbs, Type 'C'	609	lin ft	3,030	6.00	18,180

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date January 12, 1983

Section Claxter-Hyacinth Sec/Parkway-Portland Rd County Marion

Kind of Work Grading, Paving & Drainage Length 0.27 Name Don Thurston

No.	Item	Code	Unit	Quantity	Unit Cost	Total
24	Adjust Manholes	628	ea	2	200.00	400
25	Seeding & Mulching	681	acre	1	1,000.00	1,000
	Subtotal					226,130
	Additional Anticipated Items:					
	Temp & Perm Striping					1,500
	Subtotal					227,630
	Engineering & Contingencies		20%			45,500
	Right of Way					165,000
	Total					$438,130

File 324-1999

STATE OF OREGON

INTEROFFICE MEMO

TO: Frank E. Terpin, P.E.
Location Engineer

DATE: January 19, 1983

FROM: C.O. Fredrickson, P.E.
Region 2 Engineer

SUBJECT: Salem Parkway - Portland Rd (99E)
Claxter Rd - Hyacinth St (22nd)
Marion County
Prefix 324-1999

A review of this project by Region 2 Staff was held this date. Ralph Lambert, Engineer City of Salem, was present and requested that two changes be made in the project.

1) That a left turn lane be included on 22nd Avenue at Hyacinth to accommodate future growth.

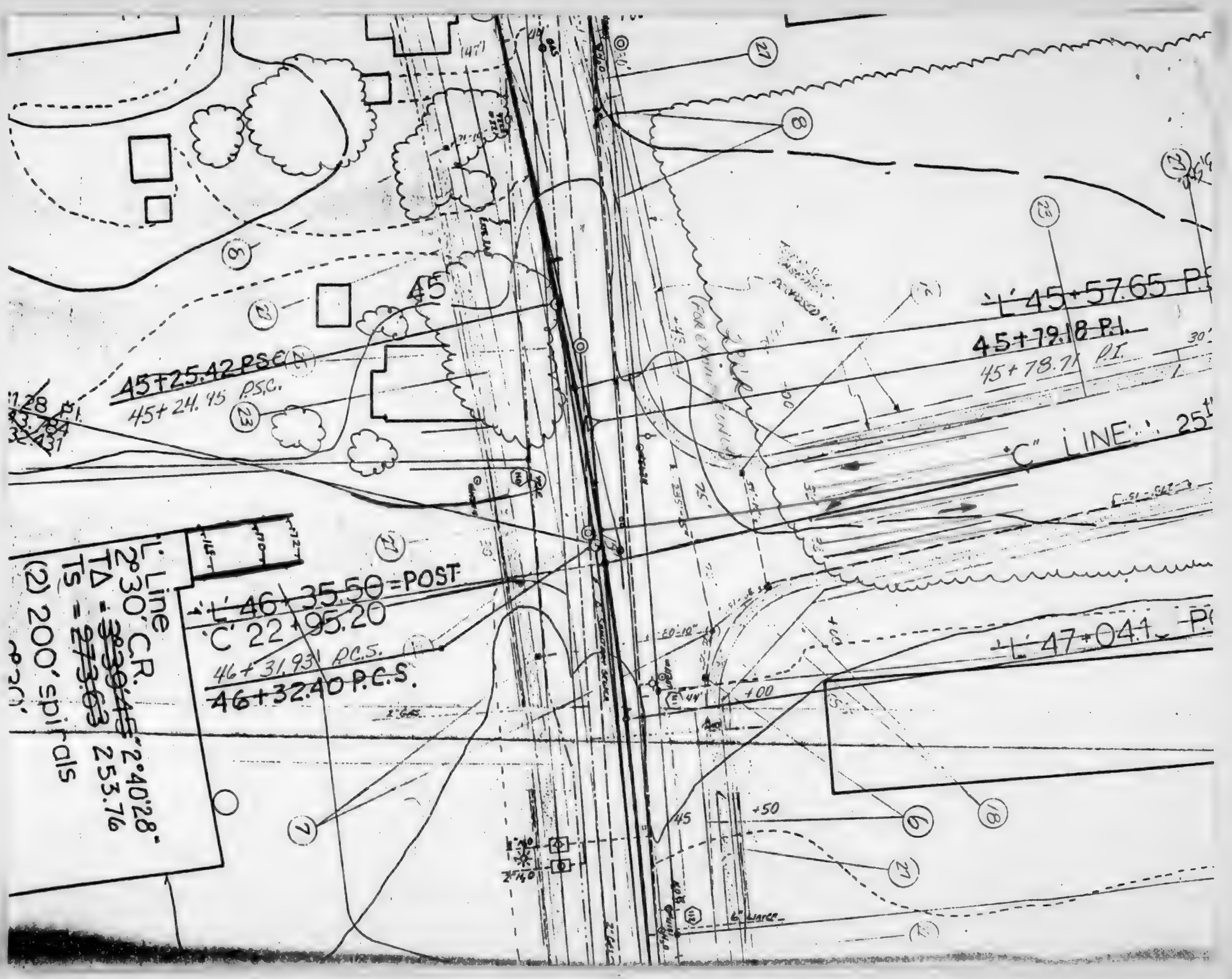
2) That 25th Ave be realigned to shift its connection with Hyacinth St west 10'-15'. This would align 25th with the existing driveway and loading dock on the south side of Hyacinth (note drwg).

VC:sr

cc: Don Thurston
File

81-125.1307

Contains Recycled Materials


45
45+25.42 P.S.C.
45+24.45 P.S.C.
1.28 P.I.
3.784
32.431
L' 45+57.65 P.
45+79.18 P.I.
45+78.71 P.I.
"C" LINE
25'
L' 46+35.50 = POST
C 22°95.20
46+31.931 P.C.S.
46+32.40 P.C.S.
L' 47+041 P.
L. Line
2°30' C.R.
D = 2°40'28"
TΔ = 253.76
Ts = 273.63
(2) 200' spirals
+00
+50
45
6" Lance

File 324-1999

STATE OF OREGON
REGION 2 LOCATION OFFICE - 378-3883

INTEROFFICE MEMO

TO: Frank R. Terpin, P.E.
Location Engineer

DATE: December 6, 1982

FROM: Don Thurston
Region 2 Location Supervisor

SUBJECT: Salem Parkway - Portland Rd
Verda Ln & Hyacinth
Marion County
Prefix 324-1999

to Traffic 12-7-82

Enclosed is the Vicinity Map of the Intersection to Portland Rd for the subject project for forwarding to Traffic Section as requested by Keith Rudisil.

DT:sr
Encl

cc: Bob Gettis w/coord notes & encl
C.O. Fredrickson
File

RECEIVED
DEC 06 1982
LOCATION SECTION

RECEIVED
DEC 07 1982
LOCATION SECTION

81-125-1367

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12/20 — Parkway

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION (DEPT.) 378-6558 (TELEPHONE)

TO: MEMO TO THE FILES

DATE: 11-10-82

FROM: Kyle K. Watson
FINAL DESIGN

SUBJECT: Project Name Change

1 ✓
2 Mgr
3 Admin
4 acb
5 Bob Jwt
6 ✓

RECEIVED
NOV 12 1982
ROAD DESIGN SECTION

It has been necessary to change the name of this project

VERDA LANE N.E. - HYACINTH ST. N.E. Sec.
Salem PARKWAY
FROM MARION COUNTY

TO CLAXTER Rd. N.E. - PORTLAND RD. N.E. SEC.
FAU 1685 (VERDA Ln. N.E. & HYACINTH ST. N.E.)
MARION COUNTY

Scheduled F 2QTR 84

cc: Region
Environment
Project Management
Structures
Right-of-Way
Road Design
Traffic
Location

1-120

ROW 12

JON 21-2
I-305
Sp.

STATE OF OREGON

INTEROFFICE MEMO

files

TO: Virgil Wilson
Region 2 R/W Supervisor

DATE: October 29, 1982

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: Services Agreement #214
Verda Lane-Hyacinth Ln.
Portland Road
Marion County

MISC. CONTRACTS and
AGREEMENTS No. 7698

Attached is a signed copy for the County and a copy for your files of the subject agreement.

AE
mp

cc: C. O. Fredrickson, w/c
Local Gov't Programs, w/c
Finance, w/c
Comm. Serv., w/orig.
Description

11-8-82
note to adele
to put on next mail

Cpy left in mail
10-22-82
Entered in
agrel. book
fw

NOTED
FRAN MEAVOLL

125-1307

Parkway

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17
324-1999

TO: C. O. Fredrickson
Region 2 Engineer

DATE: October 22, 1982

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Salem Parkway-Portland Road
Hyacinth Street (FAU 1685)
Marion County
Prefix 324-1999

Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakefield

RECEIVED
OCT 22 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring to
Action

Attached is a copy of Notice 81-1 effective November 1, 1981 and a copy of a supplemental letter dated September 21, 1982 from John C. Jenkins.

The survey you have submitted for the above-named project does not comply with the requirements as stated in the Notice.

Please see that these requirements are fulfilled, and that the results are submitted to the Final Design Section.

FET:PL:ja

Attachments

cc J. H. Versteeg w/attachments
D. R. Adams "

81-125-1307

Contains Recycled Material

OREGON STATE HIGHWAY DIVISION

NOTICE

NUMBER: 81-1	Page 1 of 1
EFFECTIVE DATE: November 1, 1981	
CANCELLATION DATE: Further Notice	

OFFICE: Technical Services Branch

Issued By: E. J. Hunter (SIGNATURE)

Assistant State Highway Engineer (TITLE)

DISTRIBUTION:

Materials Section
Construction Branch
Region Engineers
Resident Engineers

SUBJECT: Soil and Water pH and Resistivity Testing at Culvert Installation Sites

General:

Soil and water pH and resistivity are environmental factors generally considered to play a significant role in determining corrugated metal culvert durability.

Purpose:

To establish a procedure to measure soil and water pH and resistivity at each proposed culvert installation site where corrugated metal pipe would be an option (alumimum alloy, aluminum-coated steel, or galvanized steel).

Instructions:

During the location field survey, soil samples will be taken of foundation material at each proposed culvert installation site where the use of metal pipe would be an option. The backfill soil must also be sampled. If there is evidence of corrosion in other metal culverts handling the same stream flow, water samples will be required. This applies to new culvert installations, as well as to the extension of existing culverts. If the foundation soil changes significantly throughout the length of the culvert, or if the backfill material shows evidence of variability, more than one sample of foundation material and backfill material will be required.

All samples will be sent to the Engineering Laboratory in Salem for testing. A sample should weigh at least 50 pounds and may be submitted in either a heavy plastic or canvas bag. The sample data sheet should show the station, anticipated culvert size, whether the material is for foundation or backfill, and any appropriate comments about the condition of metal culverts in the vicinity.

~~FILE: MAT~~
FILE: MAT 4-6

ATTACH TO Notice No 81-1 From ES Hunter

STATE OF OREGON

INTEROFFICE MEMO

TO: Edward Hardt
C. O. Fredrickson
Alfred Shirley
Dale D. Allen
Robert D. Hector

DATE: Seprember 21, 1982

From: John C. Jenkins, PE
Engineer of Materials

Subject: Samples for Culvert
Environment Tests

On November 1, 1981, E. S. Hunter issued OSHD Notice No. 81-1 relating to the sampling and testing of soil and water for pH and resistivity at culvert sites.

This notice required that a sample of at least 50 pounds be submitted to the laboratory. This sample size was selected, in our inexperience, to cover all possible soil types, including some pretty rocky ones. We are finding that the majority of samples contain much more material than we need.

In the interest of reducing sampling and shipping costs, we recommend that the standard sample be reduced to 10 to 15 pounds. The amount of material that can be packed into a plastic bag, such as that used for 6 x 12 concrete cylinders, should be adequate. If the soil is very rocky, the large pieces may be removed and 10 to 15 pounds of the smaller material submitted.

gs

cc: E. S. Hunter
W. E. Schwartz
C. T. Keasey
J. H. Versteeg
F. E. Terpin

RECEIVED
SEP 24 1982
LOCATION SECTION

NOTED
F. E. TERPIN

Parkway

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

October 5, 1982

Dick Morgan
1840 Claxter Road N.E.
Salem, Oregon 97303

RE: Verda Lane
Salem Parkway

Dear Mr. Morgan:

In follow-up to our discussion at the City's Traffic Circulation Study Meeting on September 28, 1982, I have reviewed the profile grades for Verda Lane. The design for Verda Lane shows two 400-foot vertical curves connected by a 4.1% downgrade. The vertical curves allow for a gradual 20-foot elevation change in 680 feet. The actual grade of the road crossing the Burlington Northern Railroad tracks is approximately 1½%. Although any grade at a railroad crossing is undesirable, this is well within the range of standard engineering practice.

Generally, a road is not considered steep until the grade reaches 6% or more. In the case of Verda Lane, there is sufficient sight distance at the railroad for the crossing to operate safely.

Hopefully these comments will answer your concerns.

Sincerely,

Robert J. Hansen
Director of Public Works

BM:rw

cc: Ralph Lambert
Marlowe Krohn
Board of Commissioners

1 Versteeg ✓
Anderson
Adams
2 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 6 1982
ROAD DESIGN SECTION

Do Not Use
Return To
Bring File
Action

10,120

NARRATIVE REPORT

SALEM PARKWAY - PORTLAND RD (99E)

VERDA LN, HYACINTH ST & 25TH AVE EXTENSION
MARION COUNTY
SEPTEMBER, 1982

HISTORY

This project is a part of the Salem Parkway and Corollary projects to be constructed with Interstate Transfer funds.

The original project started at Claxter Road and went down (south-easterly) Verda Lane to the proposed Parkway, curves easterly and crosses the BNRR and SPRR tracks and aligns with Hyacinth Street and continues eastward to Portland Road.

The portion from Claxter to the Parkway was to have been constructed as a part of the Parkway which is now under Contract. Because of unresolved problems that portion was deleted. That section will be combined with this project again.

One of the features of this project is the extension of 25th Avenue from Claxter Road on the north to Hyacinth. This extension will serve the area to the north and eliminate the present intersection of Claxter with Hyacinth immediately west of Portland Rd. The existing intersection has very poor operational characteristics.

The original concept of this project was to provide an east-west arterial which would eliminate the need for the Claxter Rd grade crossings of the railroads. Upon completion of this project, Claxter Rd would terminate at cul-de-sacs instead of being a through route.

The City of Salem has applied for PUC permits for the RR crossings proposed by this project. Site review meetings have yet to be held. There is also some question about a grade or separated crossing of the SPRR which has not been answered.

HORIZONTAL ALIGNMENT

Horizontal control is provided by a 'P' line traverse run through the project. LDP coordinates from the Salem Parkway project were used to compute the traverse.

Different alignments have been staked and evaluated for both Hyacinth and the 25th extension. The alignments shown were selected after careful consultation with our R/W liaison and the City of Salem. The alignment considerations were as follows:

a) Hyacinth The tangent from the Parkway to Sta 30 is the same as originally proposed. The curve left (Sta 30 - Sta 40) was shifted southerly to reduce the potential damages to the industrial properties left of Stas 40 and 43.

From Sta 50 - Sta 55 the centerline was located to minimize the impact on the industrial property Lt of Sta 51 and the apartment complex Rt of Sta 52 - Sta 55. The clearance between the buildings is very limited. This area was reviewed with the City of Salem and with their approval the planting strips were eliminated to further reduce the impacts. Beginning at 'L' Sta 51+85.43 a double reversing curve is used. This shifts centerline further away from

the apartment complex, and then brings centerline back to more closely align with the centerline of Park Lane to the east of Portland Rd.

b) 25th Avenue Beginning at Sta 10+00 (the north terminus), 25th was aligned opposite the existing intersection on the north side of Claxter Rd. The existing lane configuration on 25th north of Claxter can be revised when the 25th extension is operational. The alignment agrees with that future striping plan.

The alignment continues southerly with a curve to the left around an industrial building Lt of Sta 15.

The 25th alignment intersects Hyacinth at Sta 46+35 which point is about 135 feet easterly of the intersection originally projected. (See Addendum.)

TYPICAL SECTION

The typical section for mainline construction will be as follows, beginning at the intersection with the Parkway:

1(14') median (left turn lane) and 3(12') travel lanes; taper to 4(12') travel lanes at BNRR crossing (two bus turn outs); taper to 2(12') travel lanes at Sta 31+00; taper to 4(12') travel lanes at SPRR crossing (two bus turn outs); taper to 1(14') median (left turn lane) and 4(12') travel lanes at 25th Ave; taper to 1(14') median and 3(12') travel lanes at Sta 50+00, continue this typical to Portland Rd.

25th Ave typical begins at Claxter Rd with 2(12') travel lanes; taper to 1(14') median (left turn lane) and 2(12') travel lanes at Hyacinth intersection.

A 6 ft shoulder bike lane on both sides is maintained throughout both the Parkway-Portland Rd and 25th Ave Sections. Type 'C' curb and a 5 ft sidewalk on each side of centerline is maintained throughout with the exception of the railroad crossings. A 10 ft planter strip between the curb and the sidewalk is proposed for the section of Parkway-Portland Rd from the Parkway to the SPRR crossing only. Limited room between buildings and a desire to reduce R/W were the decisive factors in eliminating the planter strip in the SPRR-Portland Rd and 25th Ave Sections of the project. This was mutually agreed upon with the City of Salem.

SURFACING

The surfacing design comes from the "other roads" - New Work portion of the design developed for the Chemawa Interchange-Pine St NE project. It recommends that 11" CTB with 4" asphalt concrete and 1-1/2" future asphalt concrete wearing course be used for new work.

MATERIALS

Over the entire project there will be approximately 15,600 cu yds of general excavation and 8,500 cu yds of embankment. The resulting 7,100 cu yds excess of excavated material should become the property

of the contractor. There is a possible waste area site owned by Salem Sand & Gravel just to the south of the Parkway-Portland Rd Section between Sta 30 and Sta 35.

RIGHT OF WAY

The right of way width varies throughout the job due to restricted room between buildings and varying pavement widths. Proposed right of way provides 1.0 ft behind the sidewalk on both sides of the Parkway-Portland Rd Section throughout. 2.0 ft behind the sidewalk on both sides of 25th Ave is provided as per request of the City of Salem for placement of permanent signs.

Temporary slope easements are utilized throughout the project as required. These easements are also of variable width, determined by construction width and driveway connections. The construction easement across BNRR's right of way is 100 ft wide, and across SPRR's right of way is 105 ft.

UTILITIES

Conflicts with all the major utilities can be anticipated in the section of Hyacinth St from the SPRR crossing to Portland Rd. Subgrade in this section is from 1-3 ft below the existing pavement grade. All the utilities are buried with the exception of PGE power lines. A list of those utilities affected and their locations is as follows:

1) City Water: A 10" line located just north of the existing

north edge of pavement runs the full length of this section. It services the industries in the area and three 8" fire service lines.

2) Telephone: Buried cable located approximately 10 ft south of the existing south edge of pavement runs the full length of Hyacinth. It crosses to the north side of Hyacinth near 'L' Sta 42+00, and then crosses under the SPRR right of way.

3) Northwest Natural Gas: A 4-1/2" line which is reduced to a 2" line near 'L' Sta 50+10 provides service to the businesses along Hyacinth. It runs the length of Hyacinth and is located 4 ft north of the existing south edge of pavement. Near Sta 41+90 it turns north crosses Hyacinth, then turns west where it crosses SPRR's right of way.

4) Sanitary Sewer: An 8" line located near centerline of the existing pavement and running the length of Hyacinth provides service to area residents. This line connects to a 15" line which parallels SPRR's right of way near Sta 41+95.

5) Storm Sewer: The existing storm sewer from Sta 54+70 to Sta 56+00 on Hyacinth will be abandoned or removed. Actual elevation will need to be checked.

6) PGE Power Lines: The existing line will need to be shifted.

There are no areas of apparent conflict with utilities on either Claxter Rd or on the extension of 25th Ave.

West of the SPRR crossing two conflicts are anticipated:

1) Near 'L' Sta 40+45 Pacific Northwest Bell has a trunk line which crosses Hyacinth at right angles;

2) Near Sta 36+50 Left telephone and gas lines come into conflict.

The City of Salem has proposed a 66" sanitary sewer line at a 35'± depth for Hyacinth St. This line would intersect Hyacinth near 'L' Sta 50+00 from the south, and then continue west through this project (see Consultants Map). This line will not conflict with other utilities or the proposed storm sewer system. However, it is recommended that consideration be given to complete the work on this line either before, or in conjunction with, the construction work on this project.

DRAINAGE

D. Lenz was contacted and provided assistance in beginning a design for the storm drainage system.

At present neither Hyacinth or Verda Ln have storm sewer drainage systems. The proposed storm sewer will drain the full length of this project. Drainage from Verda Ln and drainage from Hyacinth-25th will come together at 'L' Sta 26+55 Right. From this point the drainage will be directed wouth 655 ft to Claggett Cr by easement. A grade change from the plan submitted by Rural Design is needed for capacity.

Conflicts with utilities should be minimal. However, an alternate plan (#2) has been developed between Sta 44+40 and Sta 39+50 to

avoid any possible conflict with sanitary sewer lines.

A 24" concrete culvert crosses centerline near 'L' Sta 29+70. This culvert drains BNRR's property (see Storm Sewer Maps) to the north. There are no apparent conflicts with this culvert. An 18" CMP culvert crosses centerline near 'L' Sta 27+00. This culvert drains a low area between BNRR's mainline and the spur. It is recommended that this culvert be removed and replaced with sewer pipe at a lower grade.

STAGE CONSTRUCTION

A traffic corridor needs to be maintained from Portland Rd to 'L' Sta 34+00 throughout construction. Many of the businesses along Hyacinth need to be accessed by truck and trailer rigs up to 60 ft in length. Coordination of construction with the industrial residents should prevent any delays in shipments, or deliveries, however.

BID ITEMS:

MOBILIZATION

Standard specifications apply.

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC

Standard specifications apply.

TEMPORARY SIGNS

Standard specifications apply. Construction Ahead signs (48"x48")

have been placed on all possible incoming streets. In addition, portable signs for local work areas are provided.

TEMPORARY PLASTIC SAFETY MARKERS

To be used during working hours when traffic is being moved from the normal travel lanes.

BARRICADES

To block driveways and abrupt edges while construction continues.

FLAGMEN

Standard specifications apply.

CLEARING AND GRUBBING

To consist of light to medium work throughout R/W and easement areas. A large pile of slash from 'L' Sta 37 to Sta 41 Right will need to be disposed of also.

REMOVAL OF STRUCTURES AND OBSTRUCTIONS

Consist of removing concrete foundations, curbs, AC pavement removal on Hyacinth not included in general excavation, three inlets, and 160 ft CMP at the BNRR crossing. No provisions have been made for removal of buildings. There are eleven buildings which will need to be moved, or torn down, within the right of way.

GENERAL EXCAVATION

This will include the existing AC surfacing on Hyacinth. Depth of excavation and fill will vary, but should not exceed 5 ft throughout the project.

The 7,100 cu yd of excess excavation should become the property of the contractor. A possible waste area lies to the south of 'L' Sta 33 for disposal of excess material.

TRENCH EXCAVATION

Standard specifications apply. Great care will need to be taken throughout the existing Hyacinth St Section, because of the numerous utility service lines. No trench excavation is considered thru the RR right of way. Pipe backfill material included in bid items for possible moisture problems with native material Sta 27 - Sta 34+.

FINISHING ROADBED AND SLOPES

Standard specifications apply.

TOPSOIL EMBANKMENT IN PLACE

Provides 6" of topsoil for placement in planter strip.

WATERING

Standard specifications apply.

CEMENT TREATED BASE

Standard specifications apply. A nominal thickness of 11" of CTB will be used from curb to curb. This will provide an adequate base which can have limited traffic over it after placement. Materials for an aggregate seal coat were not included in this estimate, because the period of time between placement of CTB and AC should not be long.

CEMENT IN CEMENT TREATED BASE

Standard specifications apply.

CLASS 'B' AC - NOTE ADDENDUM

Standard specifications apply. This consists of a 2" base course and a 2" wearing course throughout the project. A small quantity of Class 'C' AC may be needed for feathering onto the existing pavement at the intersections with Salem Parkway, Portland Rd and Claxter Rd and for driveway repair behind the sidewalk.

ASPHALT IN AC AND TACK COAT

Standard specifications apply.

10", 12", 15", 18", 21", 24" SEWER PIPE

Standard specifications apply.

PIPE UNDER RR

Jacking pits are recommended for both the BNRR and SPRR crossings. Shoring and cribbing should be used due to the depth of the trench below each RR (10'±). Note Burlington Northern Drawing in estimate pad.

TYPE CG-2 INLETS

Standard specifications apply. In those cases where the flow line of the storm drain is less than 5 ft below subgrade and the pipe size is 15", or less, CG-2 inlets are used in the place of manholes.

TYPE G-2MA INLET

Standard specifications apply. This inlet is proposed to facilitate

the draining of a low spot between BNRR's mainline and its spur.

MANHOLES

Standard specifications apply. A special drop manhole is proposed for the merging of drainage from Verda Ln and Hyacinth-25th at 'L' Sta 26+55. The flow line of the Verda line is approximately 3 ft higher than the Hyacinth-25th line.

GUARDRAIL, TYPE 1

Standard specifications apply. This will be used as a temporary barricade across the proposed Parkway frontage road at 'L' Sta 23+75. No anchors are provided for this rail, due to its temporary nature.

GUARDRAIL, TYPE 2A

Standard specifications apply. It is proposed to use Type 2A guardrail as a barricade and safety device, between the Claxter Rd cul-de-sac and Hyacinth St 'L' Sta 55+00.

GUARDRAIL ANCHORS, TYPE 1; END PIECES, TYPES A AND C

Standard specifications apply.

SIDEWALKS, 4" PCC

Standard specifications apply. A full 5 ft walk is proposed throughout the project with the exception of the RR crossings.

DRIVEWAYS, 6" PCC

Standard specifications apply. Driveway widths and locations may vary (see Driveway and Access List). Discussions with local residents

should be held to specify the location and size of access points needed.

CURBS, TYPE C

Standard specifications apply. Curbs are deleted through RR crossings.

ADJUST INLET, AND MANHOLES

Standard specifications apply.

ROADSIDE SEEDING AND MULCHING

A minor item, but one necessary to protect exposed slopes. This work is limited to excavations and embankment slopes. Landscaping is provided for the planter strip.

LANDSCAPING AND IRRIGATION

Lump sum items requested by the City. This work is limited to the planter strip and a small section of right of way between the Claxter Rd cul-de-sac and Hyacinth St.

SIGNALIZATION AT RR CROSSINGS

This work to be performed by the RR companies under Force Account.

BNRR AND SPRR AT-GRADE CROSSINGS

Estimate of $100 per track per linear foot in width provided by Right of Way Utilities and Railroad Engineer. It is expected that the railroad companies will construct the at-grade crossings. Also will need to adjust the spur lines to new grade.

TRAFFIC SIGNALS

A new signal with one left turn light head at the intersection of Hyacinth and the extended 25th Ave is proposed. Signals at the Verda Ln-Salem Parkway intersection are provided for in the Salem Parkway Project Contract. No change is proposed for the Hyacinth and Portland Rd intersection.

Present signal equipment at 25th Ave and Claxter Rd is to be stockpiled at City of Salem Equipment Shops.

ADDENDUM TO NARRATIVE

SALEM PARKWAY - PORTLAND RD (99E)

VERDA LN, HYACINTH ST & 25TH AVE EXTENSION
MARION COUNTY
SEPTEMBER, 1982

HISTORY

An additional feature may be requested with this project. This is an extension of 22nd Ave from Claxter Rd to Verda-Hyacinth. Extension of 22nd will serve as access to those businesses on Claxter between the two railroad crossings. Both crossings could then be eliminated on Claxter. The frontage road which was proposed to access Claxter Rd would then end with a cul-de-sac at the BNRR crossing. Addition of 22nd will change right of way needs and the typical section of the currently designed Parkway-Portland Rd Project.

(PARKWAY - PORTLAND RD.)
This project will be combined with the section of Verda Ln west of the Parkway which connects with Claxter Rd. Design of this section with signals at the Parkway has been completed. Construction details and costs of this section of Verda Ln should be added to the Parkway to Portland Rd Project.

CLASS 'B' MIX

During review it was suggested that the intersection of Hyacinth, Portland Rd and Park Lane be overlayed with a 1" lift of 'C' mix. This will provide a smoother transition throughout and better protect the traffic signal loop detectors in this intersection. A small quantity of 'C' mix has been added to the Class 'B' Mix bid item for this purpose.

HORIZONTAL ALIGNMENT-25th Avenue

Tractor/trailer trucks presently load and unload at the south end of the Overhead Door Bldg Lt of 'L' Sta 43. The proposed alignment of Hyacinth is too close to the building to permit truck circulation.

Liaison determined that Overhead Door can switch the loading dock to the east side of the building. The 25th extension was shifted easterly to leave room for the truck circulation.

Form E-363 (Revised)

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 324-1999 Highway Verda Ln, Hyacinth, 25th Section Salem Parkway-Portland Rd (99E)

Highway Class ..... Date September 24, 1982

Yes	No	N/A*		
X			1.	Are the following being submitted?
X			a.	Detail Map (Hard Copy).
X			b.	Small Scale Ownership Map.
		X	c.	Abandonment Map.
X			d.	Vicinity Maps (PUC and Structures).
~~X~~	X		e.	RR Encroachment Maps and Cross Sections.
		X	f.	Interchange Layout Sheets.
X			g.	Location Profile.
X			h.	Located Line Cross Sections.
	X		i.	Mass Diagram.
X			j.	Earthwork and Other Calculations to Support Estimate.
X			k.	Field Notes.
X			l.	Coordinate Sheets.
X			m.	Clearing and Grubbing Chart.
	X		n.	Report on Bench Mark Recoveries (Form E-369)
	X			(1) Description of Bench Mark (Form E-185).
X				(2) Report on Condition of Bench Mark (Form E-186).
X			o.	Photostats of Deeds and Legal Instruments covering Ownerships.
X			p.	Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
X			q.	Property Appraisal and justifications for alternate facilities.
X			r.	Preliminary Soils and Material Report.
	X		s.	Statement of Source of Materials and Stockpile Site (Form E-368).
	X		t.	Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
	X		u.	Estimate for Movement of Utilities.
X			v.	Quantity Summary.
X			w.	Cost Estimate.
X			x.	Narrative Report of Survey.
X			2.	Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
X			3.	Have all required temporary easements been designated as to area, type and duration?
X			4.	Have you taken into consideration the mechanics and properties of the various types of soil encountered?
		X	5.	Have samples of the surfacing materials been submitted for test by the Salem laboratory?
		X	6.	Have you investigated drift conditions (snow and sand)?
	X		7.	Are there slide conditions apparent?
X			8.	Have you been over this project with a Soils representative?
X			9.	Have you been over this project with a R/W representative?
			10.	Has a typical section of the following been platted on the location profile?
X			a.	Roadbed Grading, with Surfacing.
		X	b.	Retaining Walls.
		X	c.	Slope Benching.
		X	d.	Hand Placed Slopes.
		X	e.	Rip Rap Work.
		X	f.	Irrigation Ditches.
		X	g.	Special Drainage Ditches.
		X	h.	Channel Changes.
		X	i.	Flumes.
X			j.	Sidewalks, Curbs and Gutters.
		X	k.	Tunnel (Drainage).
	X		11.	Is relocation of a scale site necessary?
	X		12.	Does this project involve construction of a frontage road?
	X		13.	Will there be unusual difficulty in handling traffic during construction?
X			14.	Have all important alignment points been referenced?
X			15.	Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature Don Thornton
Locating Engineer

Address .....

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 3
Date September 8, 1982

Section Salem Parkway-Portland Rd & 25th St Extension County Marion

Kind of Work Grading, Paving & Drainage Length 0.91 mi Name Don Thurston

No.	Item	Code	Unit	Quantity	Unit Cost	Total
1	Mobilization	110	L.S.		7%	66,900
2	Temporary Protection and Direction of Traffic	111	L.S.		2%	18,700
3	Temporary Signs	111	sq ft	460	6.00	2,760
4	Temporary Barricades	111	ea	6	100.00	600
5	Temp Plastic Safety Markers	111	ea	10	85.00	850
6	Flaggers	111	hr	450	22.00	9,900
7	Clearing and Grubbing	201	L.S.			5,000
8	Removal of Structures and Obstructions	202	L.S.			6,000
9	General Excavation	203	cu yd	15,570	4.50	70,065
10	Trench Excavation	206	cu yd	3,290	8.00	26,320
11	Aggregate Backfill	206	cu yd	200	12.00	2,400
12	Finish Roadbed and Slopes	222	L.S.	(1.8)	(8,000)	14,400
13	Topsoil Embankment in Place	225	cu yd	700	12.00	8,400
14	Watering	233	M-gal	85	10.00	850
15	Cement Treated Base	308	ton	17,570	14.00	245,980
16	Cement in CTB	308	ton	967	80.00	77,360
17	Class 'B' AC	403	ton	6,330	13.00	82,290
18	Asphalt in AC	403	ton	410	180.00	73,800
19	Asphalt in Seal and Tack	308 407	ton	7	250.00	1,750
20	10" Sewer Pipe	603	lin ft	760	10.00	7,600
21	12" Sewer Pipe	603	lin ft	1,431	12.00	17,172
22	15" Sewer Pipe	603	lin ft	1,280	16.00	20,480
23	18" Sewer Pipe	603	lin ft	990	18.00	17,820
24	21" Sewer Pipe	603	lin ft	705	22.00	15,510

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID [illegible]EDULE--COST ESTIMATE

Sheet 2 of 3
Date September 8, 1982

Section Salem Parkway-Portland Rd & 25th St Extension County Marion

Kin[illegible]f Work Grading, Paving & Drainage Length 0.91 mi Name Don Thurston

No.	Item	Code	Unit	Quantity	Unit Cost	Total
25	24" Sewer Pipe	603	lin ft	545	24.00	13,080
26	Pipe Under RR	603	lin ft	150	250.00	37,500
27	Manholes	604	ea	9	1,500.00	13,500
28	Manhole, Spec Drop	604	ea	1	2,000.00	2,000
29	Inlets, Type C-G2	604	ea	34	400.00	13,600
30	Inlet, Type G-2MA	604	ea	1	600.00	600
31	Guardrail, Type 1	606	lin ft	100	11.00	1,100
32	Guardrail, Type 2A	606	lin ft	100	14.00	1,400
33	Guardrail Anchors, Type 1	606	ea	2	340.00	680
34	Guardrail End Piece, Type A	606	ea	4	50.00	200
35	Guardrail End Piece, Type C	606	ea	2	85.00	170
36	Sidewalks, 4" PCC	608	sq yd	4,640	12.00	55,680
37	Driveways, 6" PCC	608	sq yd	450	16.00	7,200
38	Curbs, Type C	609	lin ft	9,280	5.00	46,400
39	Adjust Inlet	628	ea	1	200.00	200
40	Adjust Manholes	628	ea	5	200.00	1,000
41	Seeding and Mulching	681	acre	1	1,000.00	1,000
42	Landscaping	682	L.S.	(37,670)	(0.30)	11,300
43	Irrigation	685	L.S.	(37,670)	(0.60)	22,600

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID [illegible]EDULE--COST ESTIMATE

Sheet 3 of 3
Date September 8, 1982

Section Salem Parkway-Portland Rd & 25th St Extension County Marion

Kin[illegible]f Work Grading, Paving & Drainage Length 0.91 mi Name Don Thurston

No.	Item	Code	Unit	Quantity	Unit Cost	Total
	Additional Anticipated Items:					
	BNRR X'ing Signalization		L.S.			85,000
	SPRR X'ing Signalization		L.S.			100,000
	BNRR & SPRR at Grade X'ing		lin ft	700	100.00	70,000
	Temp and Perm Striping		L.S.			5,500
	Traffic Signalization		L.S.			77,000
	Pipe Bedding Material		cu yd	40	15.00	600
	SUBTOTAL					1,360,217
	Engineering & Contingencies		20%			272,000
	Right of Way					720,000
	GRAND TOTAL					2,352,217

10,120

August 31, 1982

Robert Hansen
Director of Public Works
Marion County
300 Senator Building
220 High Street N.E.
Salem, OR 97301

Dear Mr. Hansen:

We have authorization from the Federal Highway Administration to proceed with preliminary engineering on the Salem Parkway-Portland Road Section of Verda Lane and Hyacinth Street.

We anticipate the financial sharing of P.E. costs will be:

Estimated P.E. Cost	$65,000
Less Federal Funds (85%)	55,250
Local Matching Funds (15%)	$ 9,750
County Share (7.5% of $9,750) =	$ 730

The County share of P.E. is estimated to be $730, however, no advance deposit is necessary at this time. The County will be billed for its share at construction.

Very truly yours,

D. E. Swan, P.E.
Program Control Engineer

GEZ:lb

cc Phil Stearns, Region 2
V. E. Skoog, Highway Accounting

10,120

August 30, 1982

Ron Merry
Director of Public Works
Room 325, City Hall
555 Liberty Street S.E.
Salem, OR 97301

Dear Mr. Merry:

We have authorization from the Federal Highway Administration to proceed with preliminary engineering on the Salem Parkway-Portland Road Section of Verda Lane and Hyacinth Street.

We anticipate the financial sharing of P.E. costs will be:

Estimated P.E. Cost	$65,000
Less Federal Funds (85%)	55,250
Local Matching Funds (15%)	$ 9,750
City Share: 92.5% of $9,750 =	$ 9,020

Please submit your advance deposit, in the amount of $9,020, in accordance with one of the three options for payment described in the attachment.

Very truly yours,

9-28-82
Rec'd 9,020
CA

D. E. Swan, P.E.
Program Control Engineer

GEZ:lb

Att.

bc w/AD#82-68: Phil Stearns, Region 2
V. E. Skoog--Please return completed AD #82-68 when advance deposit is received.

August 26, 1982

City of Salem
City Hall
Salem, OR 97301

ACR 4

Attention: Patricia Wolfe, City Recorder

Board of County Commissioners
Marion County
Courthouse
Salem, OR 97301

MISC. CONTRACTS and
AGREEMENTS No. 7698

Attention: Edwin P. Morgan, County Clerk

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a construction-finance agreement for an Interstate Transfer Project on the Salem Parkway-Portland Road Section of Verda Lane and Hyacinth Street.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

Attachment

bc: Don Harwell (agree. att.)

Salem Parkway
C

ROAD DESIGN SECTION

DES 16

C. O. Fredrickson
Region II Engineer

July 12, 1982

A. D. Olson
Preliminary Design Engineer

Salem Parkway
Corollary Project Alignment Alternatives
Vicinity of Claxter Road, Verda Lane
and Hyacinth Street

1 Versteeg ✓
2 Anderson ✓
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 13 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Enclosed are three copies of a mosaic showing a roadway alignment suggested by Mr. James (Claxter Road connected to Hyacinth Street) as requested by the City of Salem in a letter dated June 28, 1982. Also enclosed are three copies of a vicinity map showing the various roadway alignments that have been studied to date. The costs shown on the map, and below, are previous preliminary estimates that have been updated to 1982 dollars.

Claxter Rd-25th Ave. Extension-Hyacinth St. (A-D-E-C)...$2.000 million

Verda Lane-Hyacinth St. + 25th Avenue (A-B-C + D-E).....$2.240 million

Claxter Rd.-Hyacinth St. + 25th Avenue (A-H-B-C + D-E)..$2.420 million

The Verda Lane-Hyacinth Street Alternate includes that portion of Verda Lane westerly of BNRR that was previously considered in the Salem Parkway project, then removed from the contract. The estimates do not include right-of-way costs.

Right-of-way costs westerly of the BNRR to widen Verda Lane are estimated at $42,000 plus $80,000 for the DeLange property required for the frontage road connection.

Right-of-way costs westerly of the BNRR to widen Claxter Road will be submitted as soon as available.

As you know, the original Verda Lane-Hyacinth Street Alternate is currently being located in the field. Issues such as the design of the roadway at the railroad crossings and the realignment of the 25th Avenue extension are being considered as requested. A copy of the revised mosaic will be submitted as soon as these details are resolved.

You will note, on the enclosed mosaic showing "the James" alternate, a proposed relocation of the driveway to the industrial properties north of Claxter Road and the proposed frontage road connection southerly. This proposal is considered necessary to get away from the back-up of traffic at the Parkway intersection.

If you need additional information, please contact us.

MK:ja

Enc.

Olson's copy

CITY OF SALEM, OREGON
City Hall / 555 Liberty St.
Zip Code 97301
Public Works Department

Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 29 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

June 28, 1982

C.O. Fredrickson, Region Engineer
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem, OR 97310

RE: Salem Parkway 770355
Chemawa Road to Pine Street
Railroad Crossings Vicinity of
Claxter Road, Verda Lane, Hyacinth Street

Dear Mr. Fredrickson:

On June 16, 1982 all "parties in interest" met at the Public Utility Commissioner's (P.U.C.) office to discuss the four railroad crossings in the Claxter Road, Verda Lane, Hyacinth Street area.

Reduce width? 5' median? 9' med, 4' sidewalks? →

One of the problems noted by Southern Pacific Railroad (SPRR) is the proposed 72 feet curb to curb width of Hyacinth Street at this crossing (6' bikelane - 12' bus lane - 12' travel lane - 12± median transition area - 12' travel lane - 12' bus lane - 6' bikelane). Southern Pacific says they have drop gate arms up to 39' long, but these break easily with winds, etc. Southern Pacific says their maximum desirable gate arm length is 36'. The gates are mounted 4'1" behind the face of the curb. Thus each gate arm can cover 32 feet of roadway. It was also stated by P.U.C. that the roadway width can be one foot greater than the gate arm coverage length. Therefore, the maximum desirable curb to curb width is 32 feet + 32 feet + 1 feet or 65 feet. Preliminary discussions with Marlowe Krohn in OSHD Preliminary Design indicate it may be possible to narrow Hyacinth Street at the Southern Pacific tracks.

investigate need for bus stop lanes - for FHWA

Southern Pacific also has concerns regarding the closeness of the proposed 25th Street extension to the SPRR crossing. Southern Pacific requested that we consider realigning the 25th Street extension easterly at least 100 feet at Hyacinth Street. We also understand from Vince Carrow in Region 2 Location that some of the adjoining property owners would also like the 25th Street extension shifted to the easterly side of the vacant parcel instead of its present proposed location along the westerly side of the vacant parcel. Attached is a sketch of the proposed alignment. Shifting the 25th Street and Hyacinth Street intersection easterly will also help in narrowing Hyacinth Street at the SPRR crossing. We also understand from Region 2 Location that the adjoining property owners are in agreement with this shift in alignment. Please revise the 1"=100' aerial mosiacs and all other plans to reflect this revised 25th Street alignment.

Revise mosaic →

Burlington Northern Railroad owns large industrial parcels between the two railroads and bounded on the north by Claxter Road and on the south by the K.C.C.S. radio transmitter. Burlington Northern said they have no specific plans for development of their land. However they did say they are thinking of a railroad

spur into the parcel to serve future industrial tenants. Depending upon the location of this future spur, it may cross the proposed 22nd Street extension. Considering the relatively low project traffic volume on the 22nd Street extension (1,500 A.D.T. in year 2000) this should not be a major problem. However, Burlington Northern said they would prefer not to have a roadway through the parcel, since it would restrict their development potential.

Mr. Arthur James and his son Christopher James also were at this meeting. As you are aware, Mr. James owns a one acre parcel of land on the north side of Claxter Road just west of the Burlington Northern Railroad. Mr. James desires to retain the major traffic movement on Claxter Road adjoining his property, then if the City desires the traffic on Hyacinth Street easterly of his property, he is agreeable. Mr. James suggested a plan per the attached sketch to accomplish his goals. Please prepare a 1"=100' aerial mosiac of Mr. James' plan. Mr. James' proposed concept has some advantages and disadvantages. Our preliminary analysis shows the following:

Advantages:

1. Provides a 90^{o} intersection with the Salem Parkway. The present proposed Verda Lane intersection is 51^{o}.

2. Reduces traffic impacts on existing residential area along Verda Lane south of Claxter Road.

3. Only railroad crossing on each railroad.

Disadvantages:

1. Retains traffic around the now dangerous Verda Lane-Claxter Road intersection, thus requiring intersection improvements.

2. Less desirable alignment for 12,000 vehicles per day (year 2000) for Verda Lane-Claxter Road-Hyacinth Street traffic.

3. Possible time delays with Federal Communication Commission regarding relocation of K.C.C.S. radio transmitter.

4. If Burlington Northern chooses to provide rail service to the portion of their property east of the Claxter Road-Hyacinth Street connector, a third railroad crossing would be created, on a 12,000 A.D.T. (year 2000) street.

In addition to the above, we would like a cost comparison analysis for this alignment versus the present Verda Lane-Hyacinth Street alignment. In addition to construction costs, please provide a comparision of right-of-way costs for that portion west of the Burlington Northern Railroad. The City will estimate the right-of-way cost difference for that portion between the Burlington Northern and Southern Pacific railroads.

The City would appreciate any comments State Highway desires to make regarding the advantages and disadvantages of Mr. James' proposal.

In order to be prepared for the Public Utility Commission hearing (mid-July 1982) on this matter, we need your response to this letter by July 12, 1982.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Marlin D. Brinkley

Marlin D. Brinkley, P.E.
City Engineer

MDB:RWL:dh
Attachments

cc: Adrian Olson, Preliminary Design Engineer
Ronald J. Merry, Director of Public Works
Rosalind A. Daniels, Assistant Director of Public Works
Ralph W. Lambert, Project Engineer
Lew Garrison, Traffic Design Engineer
Larry Glassock, Real Estate Supervisor
Les Walling, Transportation Specialist, Public Utility Commissioner of Oregon

ADD 2 CUL-DE-SACS

22ND AVENUE EXTENSION FOR CLOSURE OF CLAXTER RD. AT S.R.R.R. AND DELETE FRONTAGE ROAD

25TH STREET EXTENSION

DELETE FRONTAGE ROAD

FUTURE SNRR INDUSTRY SPUR ? EXACT LOCATION UNKNOWN

FUTURE SALEM INDUSTRIAL DR. CONNECTION

CUL-DE-SAC

VERDA LN

FRONTAGE RD

CLAXTER RD

HYACINTH ST NE

PORTLAND RD NE

N.C.C.S.

LEGEND

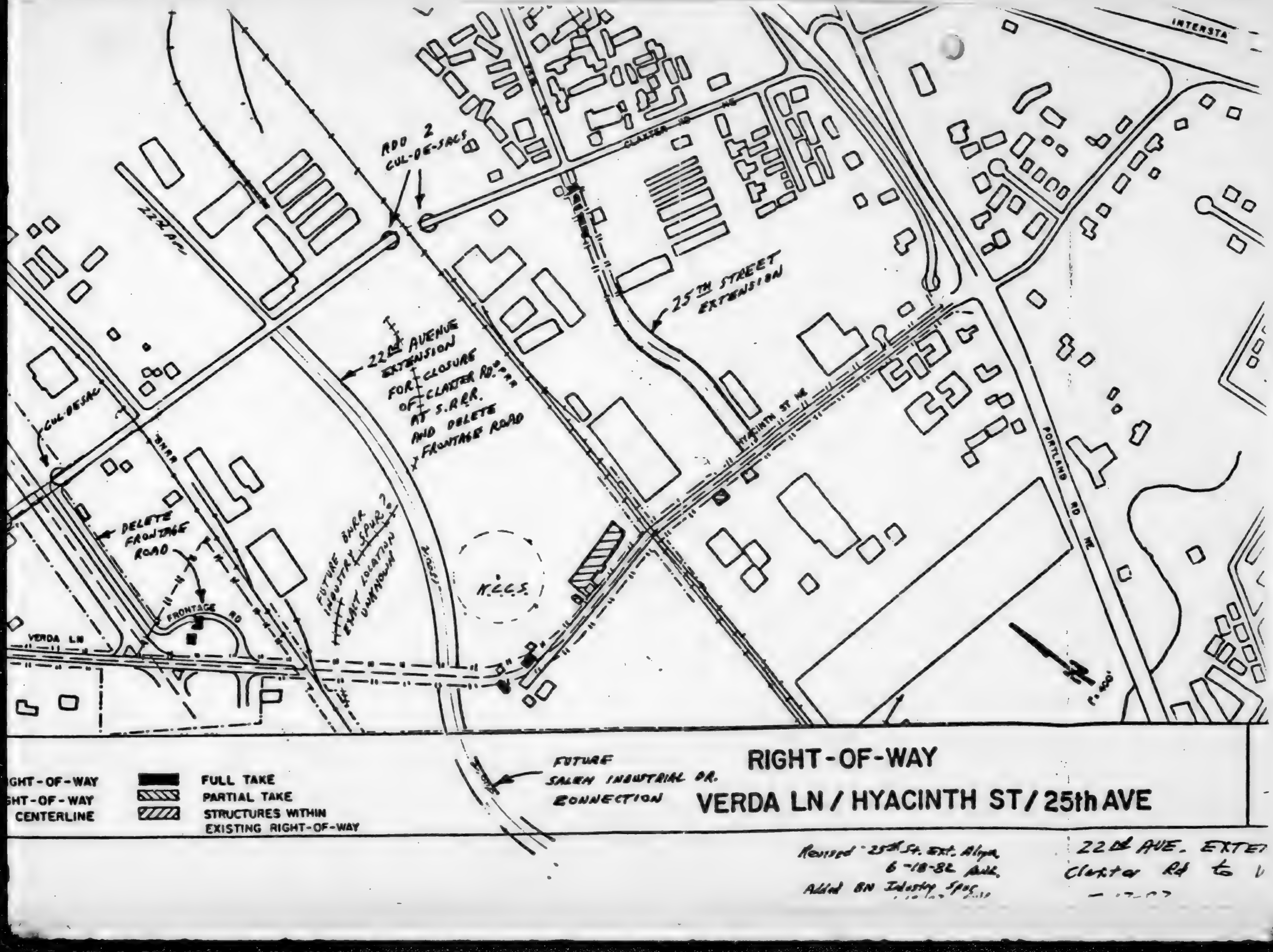
- PROPOSED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- ALTERNATIVE CENTERLINE
- FULL TAKE
- PARTIAL TAKE
- STRUCTURES WITHIN EXISTING RIGHT-OF-WAY

RIGHT-OF-WAY

VERDA LN / HYACINTH ST / 25th A

Revised - 25th St. Ext. Align.
6-18-82 Amk.
Added BN Industry Spur

22 D
Clark



RIGHT-OF-WAY
VERDA LN / HYACINTH ST / 25th AVE

Revised - 25th St. Ext. Align.
6-18-82 Amk.
Added BN Industry Spur

22nd AVE. EXTEN
Claxter Rd to V

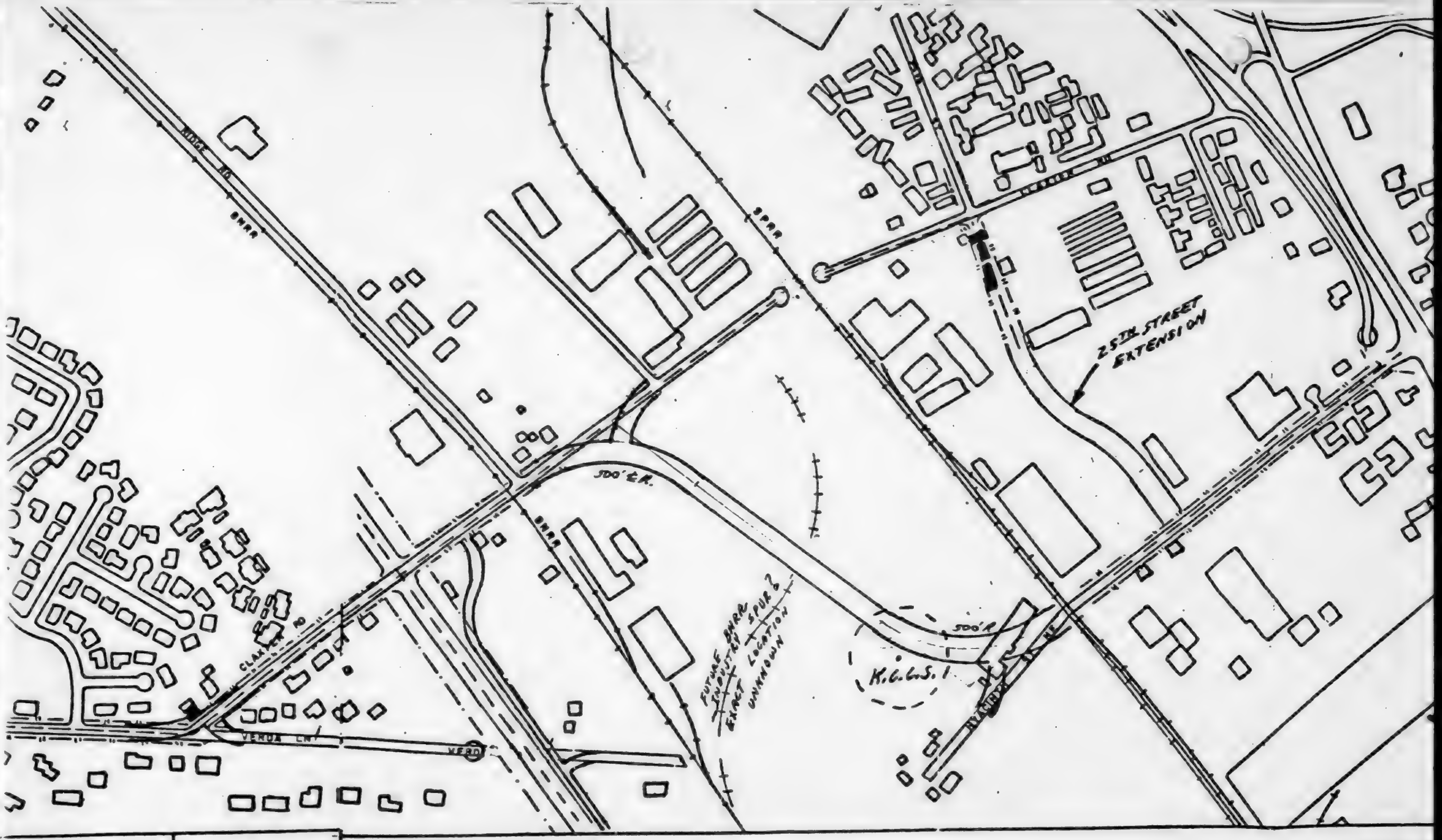


FIG. 50A

LEGEND

- PROPOSED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- ALTERNATIVE CENTERLINE
- FULL TAKE
- PARTIAL TAKE
- STRUCTURES WITHIN EXISTING RIGHT-OF-WAY

RIGHT

25th AVE

CLAXTER ROAD - HYA

As Proposed by Ar

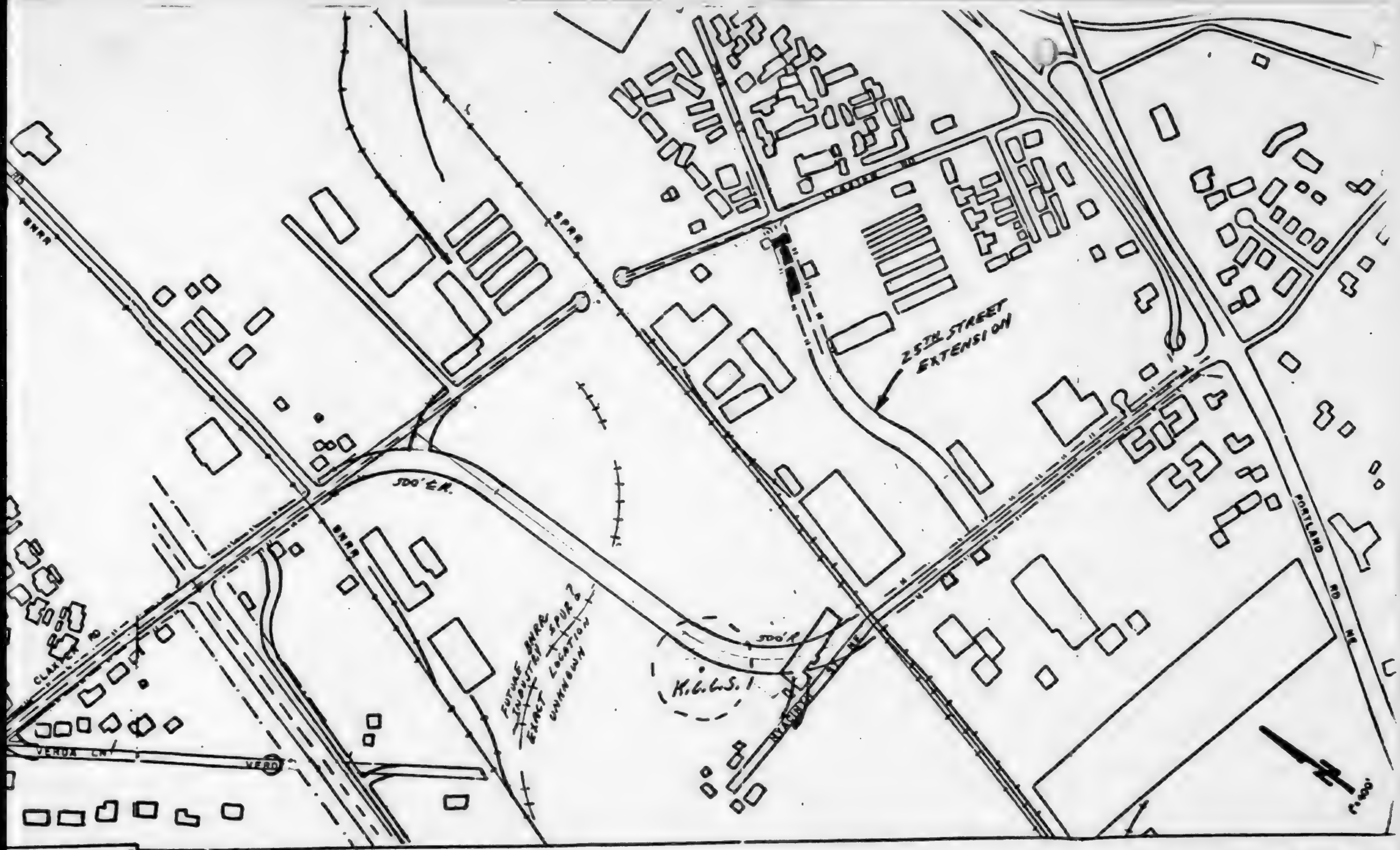


FIG. 50A

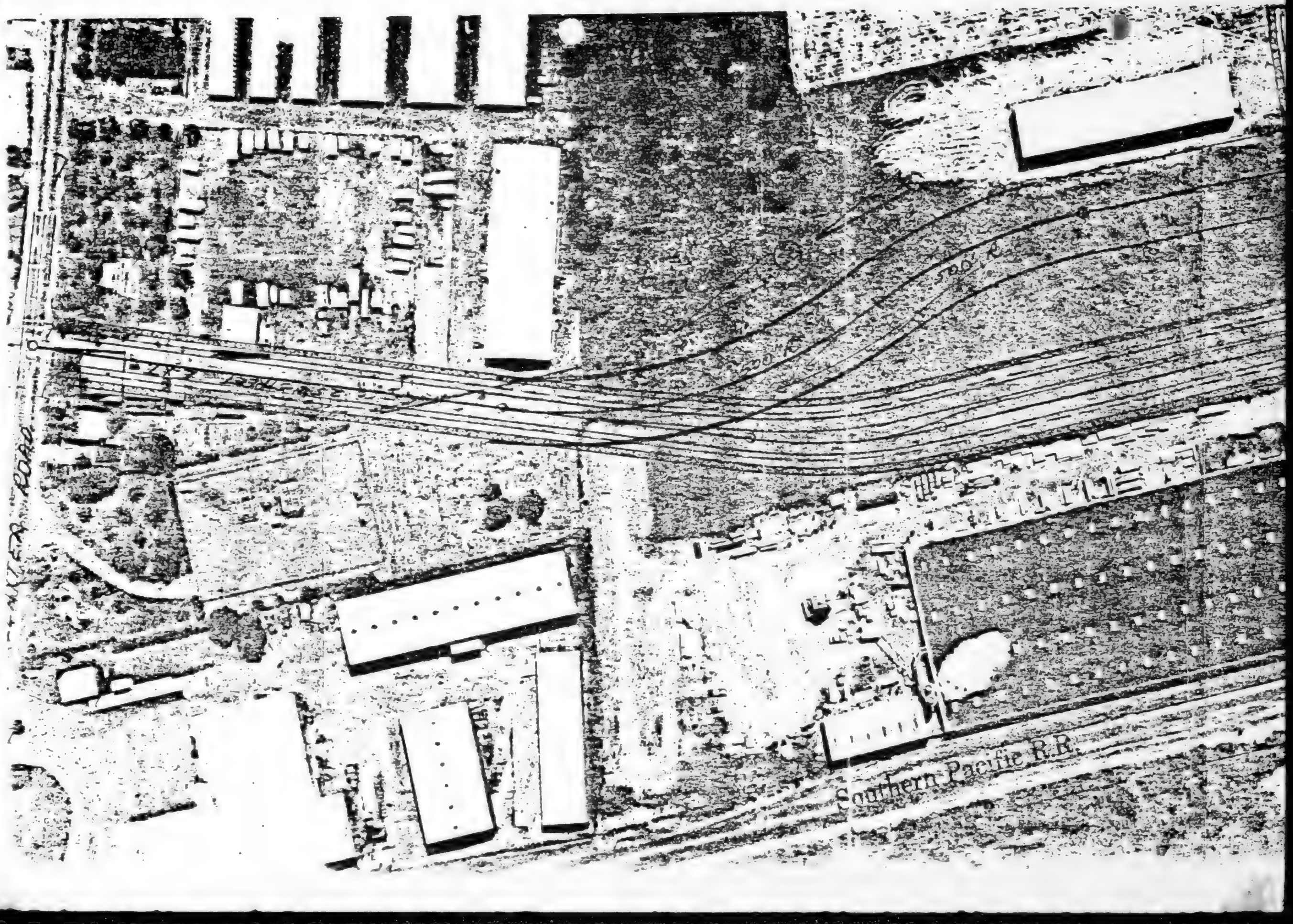
LEGEND

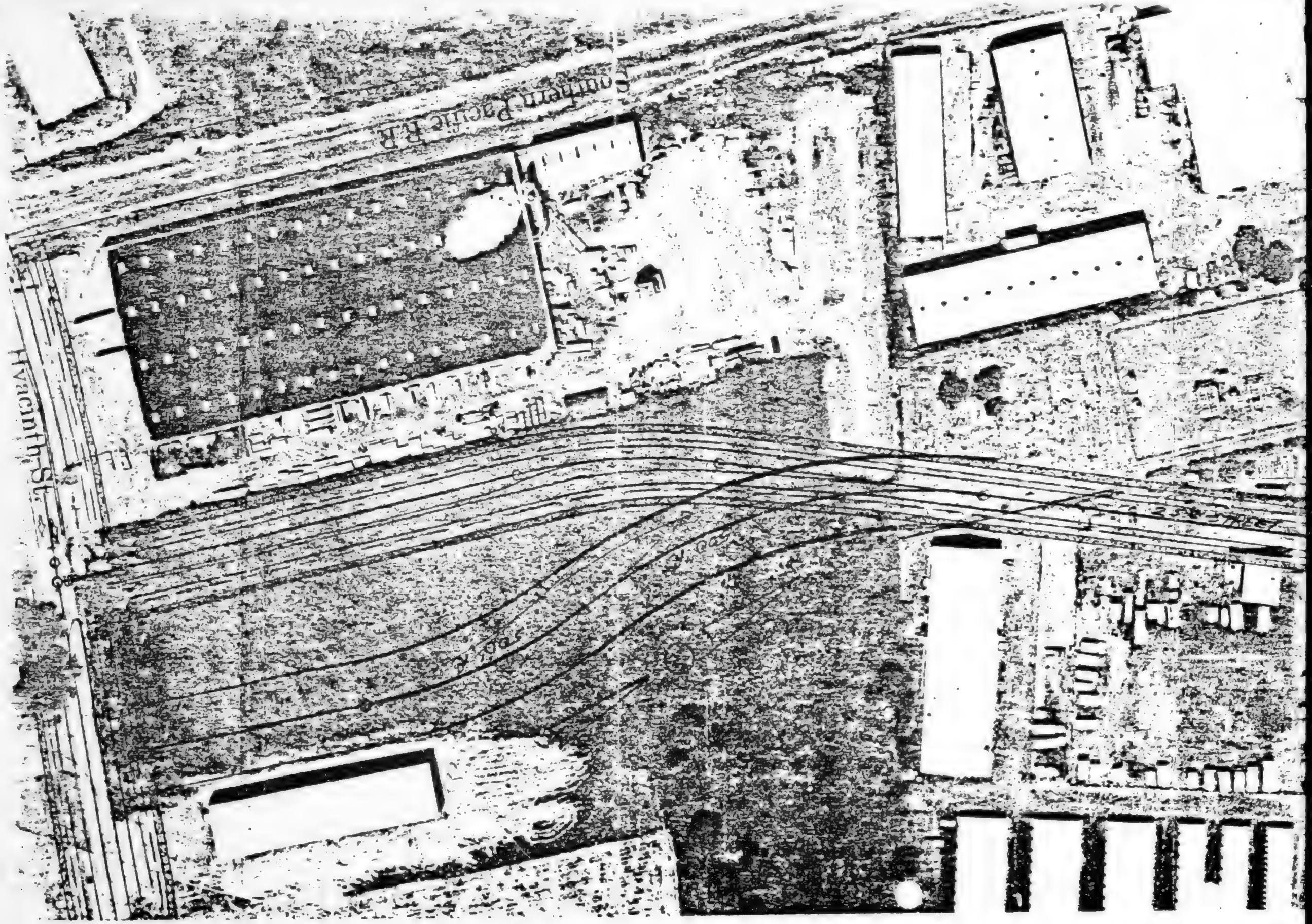
- PROPOSED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- ALTERNATIVE CENTERLINE
- FULL TAKE
- PARTIAL TAKE
- STRUCTURES WITHIN EXISTING RIGHT-OF-WAY

RIGHT-OF-WAY

25th AVE / CLAXTER

CLAXTER ROAD - HYACINTH ST.
As Proposed by Arthur James


Southern Pacific R.R.


Southern Pacific R.R.
Seventh Street
Track

10,120

4-23-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1685 (3) CCN 212

2. STATE PROJECT NO.: See below I-305

3. FROM: Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.:

5. ITEM NO.: 20065

2A. COUNTY NAME: Marion SP

6. TO:

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4-23-82

8. FEDERAL ROUTE NUMBER: FAU 1685

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

SALEM PARKWAY - PORTLAND ROAD SECTION

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [X] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION *
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

*including archeological salvage, utility, and railroad preparatory work. Total estimated cost $65,000; Federal funds $55,250.

13. REMARKS

As requested in Mr. Swan's PEA dated 4-19-82.

(Note: Record of Decision for EIS dated 8-31-81 included this project - Ref: IX-1525(1))

RECEIVED
STATE HWY ENGR
APR 27 '82

Orig to 4/27/82

REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Appr	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4-23-82	D. K. Swanson	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

12,120

Salem Parkway

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: April 21, 1982

FROM: A.D. Olson
Preliminary Design Engineer

SUBJECT: Claxter Road Temporary Intersection
Salem Parkway
City Of Salem
Marion County

1 Versteeg ✓
Anderson
Adams
2 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 22 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

All work on Verda Lane and on the frontage road from Claxter Road to Verda Lane has been deleted from the Parkway contract scheduled for May 27. This was prompted by questions raised on the railroad crossings on the Verda/Hyacinth project from the Parkway to Portland Road. The work deleted could be done with that future project when details are finalized.

Current planning would contract the Parkway from Ridge Drive to Pine Street May 27 with completion in the fall of 1983. The Chemawa Interchange is scheduled for September 23 with completion probably in the fall of 1984. Contracting of the Verda/Hyacinth project to Portland Road was anticipated for early in 1983 with completion in the fall of 1983, when the southerly section of the Parkway would be ready to open. At this time that schedule seems doubtful, which raised the question of a temporary connection of Claxter Road to the Parkway if the permenant connection at Verda Lane is not ready.

Projected traffic has been reviewed for a temporary "T" connection of the Parkway to Claxter Road for the fall of 1983 and also for a temporary full 4-way connection in case the Chemawa Interchange work is completed before the Verda/Hyacinth connection to Portland Road is ready.

These were done to determine whether added work would need to be done on Claxter Road. Studies indicate that a "T" connection to the existing 2-lane Claxter Road would operate at level of service "C" and a full Parkway connection to the existing 2-lane Claxter Road would operate at level of service "D", if it is necessary to make such connections. Temporary signals would be necessary and could be State furnished equipment, installed by the contractor.

The Burlington Northern Railroad tracks are approximately 400 feet east of the Parkway at Claxter Road. This has been reviewed and would be no apparent problem.

When a determination can be made of the timetable for Verda/Hyacinth, a signal plan for the Claxter intersection will be laid out. If it appears that delays will require a full connection at Claxter Road for an extended period of time, consideration could be given to providing added lanes on Claxter Road in order to provide a better level of service, however, this would require additional right of way.

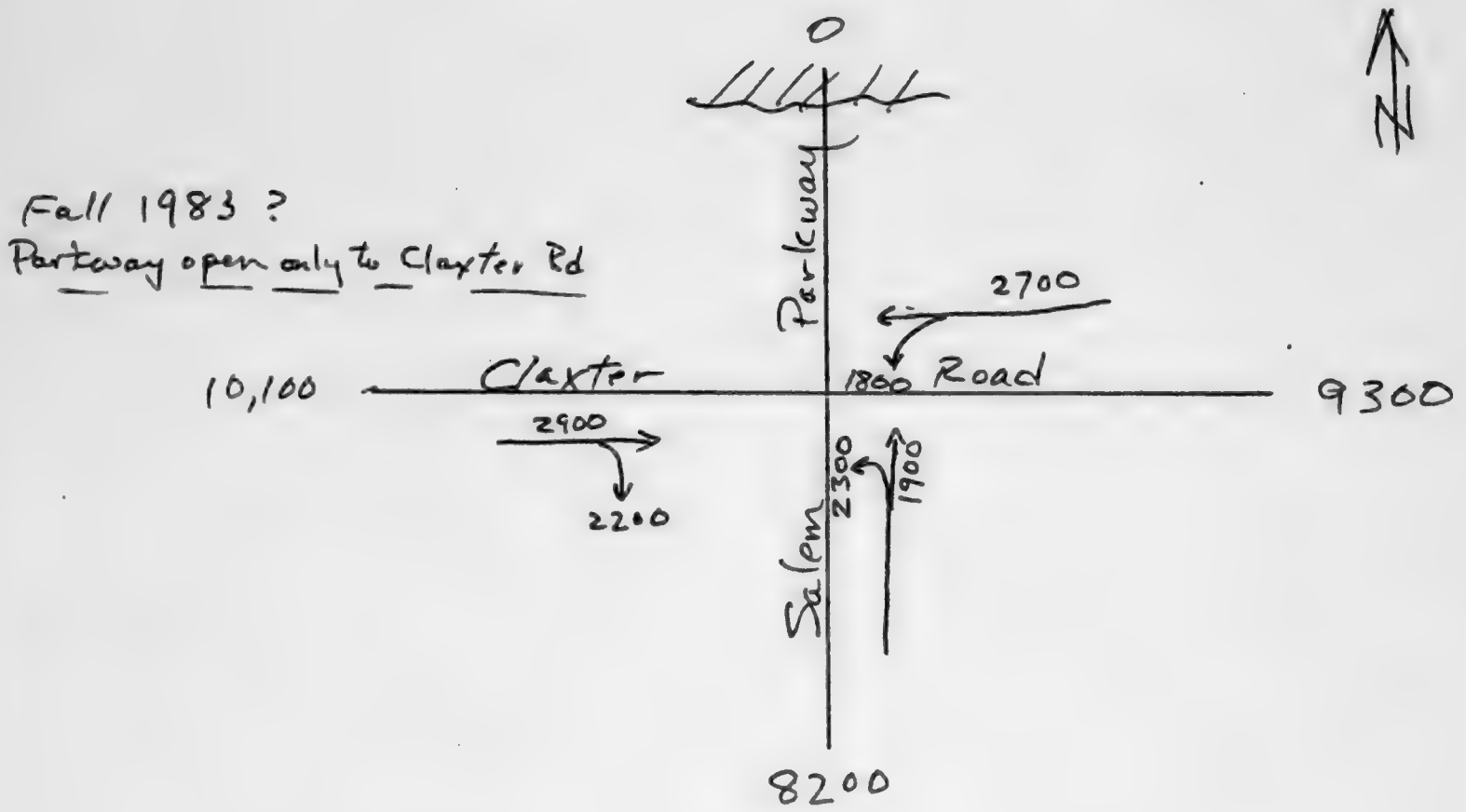
ADO:kg

Olson
Please work up a design at Claxter Road including signal for long term operation
Hal

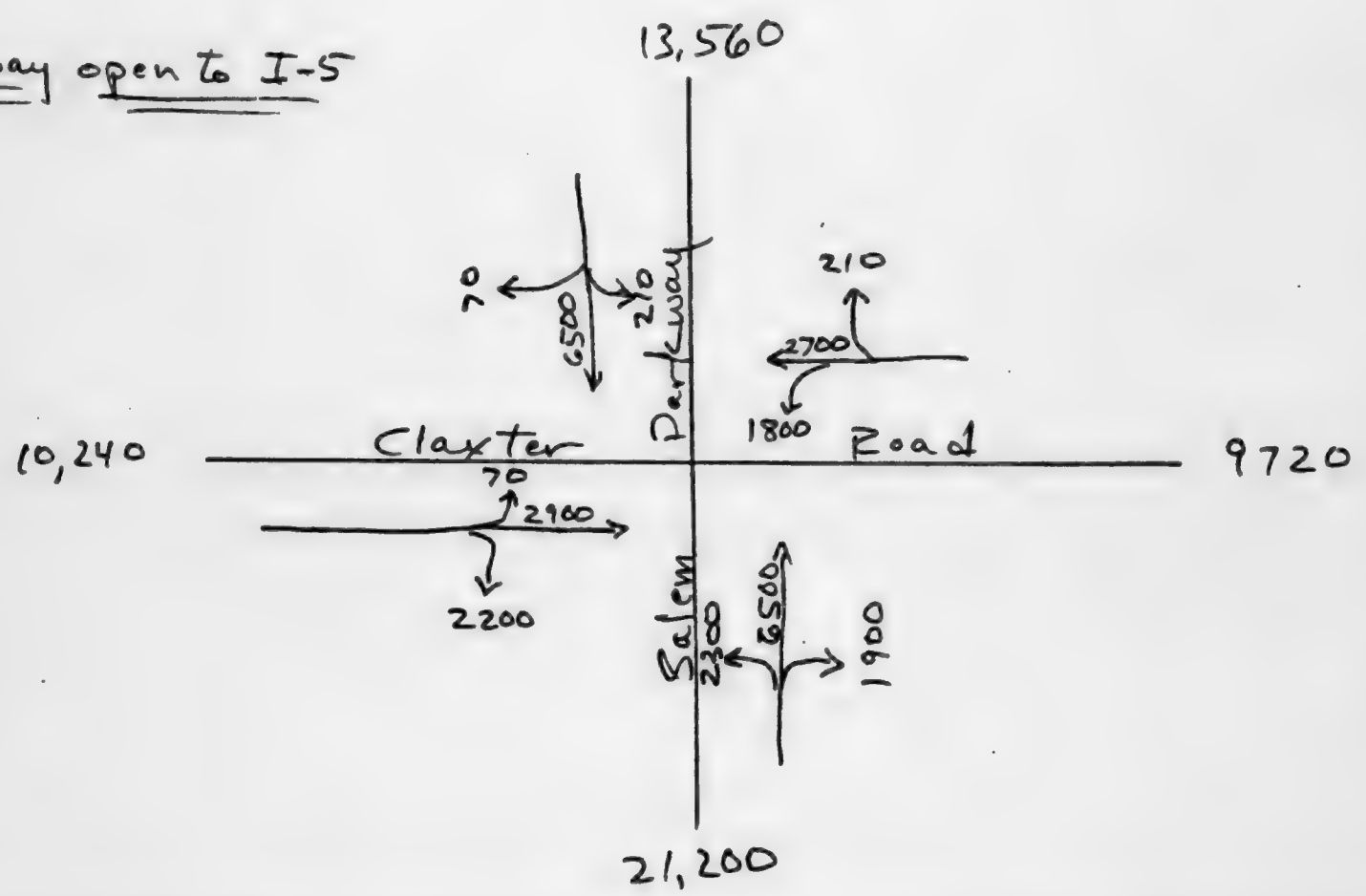
cc C.O. Fredrickson
L.E. George

Contains Recycled Materials
8-1-28-1307

Fall 1983 ?
Partway open only to Claxter Rd



Parkway open to I-5



10,120 4-19-82

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. U	ROUTE NO. STATE
City St., Verda Ln. & Hyacinth St. N.E. "Salem Parkway-Portland Road Sec."	823	20065	IX-1685(3)	1685	City St

Access Control Partial Parking Restrictions Complete System Revision None

Airports (within 2 Mi.) None ROW 80' normal

Water Development None Recreation & Historical Areas None

Marion (047)

A-95 Review:

State Cl. Ho. ..... Exempt___ Date Approved 4-11-78 PNRS #7803-2-130

Dist. 3 Cl. Ho. ..... Exempt___ Date Approved 3-24-78 No Reply___

Project Environmental Assessment: FHWA Concurrence Dated Record of Decision 8-31-81

1-EIS X 2-Categorical Exclusion ____ 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 2 .

(2) Included in Environmental Impact Statement on IX-1525(1).

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
X " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 65,000
FF	$ 55,250
STATE	$ ---
Co.	$ 731
City	$ 9,019

For PR-37:

Field Phase	$
PS&E Phase	$

Pro-Rata 85%

REMARKS:

1) Attached is a copy of Authority for Survey and sketch maps.

CL:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
4-19-82	D.E. SWAN, P.E.	PROGRAM CONTROL ENGINEER

a

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTU

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX 324-1999

1 - IDENTIFICATION

PROJECT NAME
Parkway - Portland Road (1-E) .

HIGHWAY NAME	HIGHWAY NUMBER
Verda Lane N.E. and Hyacinth Street N.E.	FAU 1685

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
2	3	Marion	Salem

LENGTH	MILEPOST NUMBER		
3/4 Mi.	TO	☐ RURAL	☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO
IF YES, UNIT OF GOVERNMENT: Salem

TYPE OF FUNDS
☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAIX

METHOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK
☒ GRADING ☒ PAVING ☐ STRUCTURE ☒ SIGN ☐ SIGNAL ☒ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

This survey combines two Salem Parkway Corollary Projects; Verda Lane (No. 113) and Hyacinth Street Extension (No. 112). Verda Lane will be improved along its existing alignment from Claxter Road to the Salem Parkway. The existing R.R. Xing of Claxter & BNRR will be eliminated and a cul-de-sac constructed on the end of Claxter west of the R.R. xing.

Hyacinth will be extended westerly to connect to the Parkway opposite Verda. Included in this project will be the extension of 25th Avenue from Claxter Road to Hyacinth. This will eliminate the intersection problems at Portland Road.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
(1979) 8,000	(2000) 13.800

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS		
35	AASHTO	☐ LIGHT	☒ MEDIUM	☐ HEAVY

APPROVED
Frank E. Popin
Location Engineer
Date 4/9/82

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 10'	2 or 3 12'
SHOULDERS	0' - 2'	2 - 6'
MEDIANS	None	14'
PARKING LANES	None	None
SIDEWALKS	None	2 - 5'
BIKEWAYS	None	6 ft. shoulder bikeway
INTERCHANGES	None	None
OTHER:		At grade inters. with Parkway

	YES	NO	MAYBE
Channelization	X		
Frontage Roads	X		
Traffic Signals	X		
Signing	X		
Illumination	X		
Structures		X	
Stage Construction		X	
Pedestrian Crossing		X	
Rest Area		X	
Truck Scale Site		X	
Landscaping	X		
Drainage	X		
River _____		X	
Stream _____		X	
Storm Sewer	X		
Sanitary Sewer			X
Right of Way	X		
Simple Acquisition	X		
Complex Acquisition	X		
Relocations	X		

	YES	NO	MAYBE
Right of Way (cont.) Improvements	X		
Access Control			X
Railroad Crossing SPTC & BNRR	X		
At Grade	X		
Separated		X	
Railroad Encroachment		X	
Permits		X	
Conditional Use			
Flood Plain			
Irrigation District			
Water District			
Drainage District			
Div. of State Lands			
Dept. of Geology & Min. Ind.			
Corps of Engineers			
Coast Guard			
DEQ NPS Air Pollution			
DEQ NPS Water Pollution			
Building			
Fish & Wildlife Approval		X	

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	X			Hydraulics Study		X	
Environmental Assessment		X		Soils Investigation	X		
Statewide Assessment		X		Airport Clearance		X	
Negative Declaration		X		Economic Analysis		X	
Environmental Impact Statement	X *			Requires Field Survey	X		
4-F Statement		X		Old Survey Available		X	
Citizen Advisory Committee	X *			Requires Vicinity Map	X		
Public Hearing _____	X *			Requires Photogrammetry		X	
Borrow Source			XX	Requires Reconnaissance Survey		X	
Material Source Commercial				Reconnaissance Available	X		
Utilities	X			Design Review		X	

Type Gas, Water, Elec., Phone

* Completed under total corollary projects EIS.

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		X	
RIGHT-OF-WAY		X	
CONSTRUCTION ENGINEERING		X	

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		—
DRAFT ENVIRONMENTAL IMPACT STATEMENT		—
CORRIDOR APPROVAL		—
FIELD SURVEY		2
PRELIMINARY DESIGN		—
DESIGN APPROVAL/FINAL EIS		—
RIGHT-OF-WAY DESCRIPTIONS		1
RIGHT-OF-WAY ACQUISITION		8
P.S. & E. DOCUMENTS		4

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Class "B" A.C. Wearing Course	2"	2"
Class "B" A.C. Base Course	2"	
Cement Treated Base	11"	
Line Treated Subgrade (possibly)		

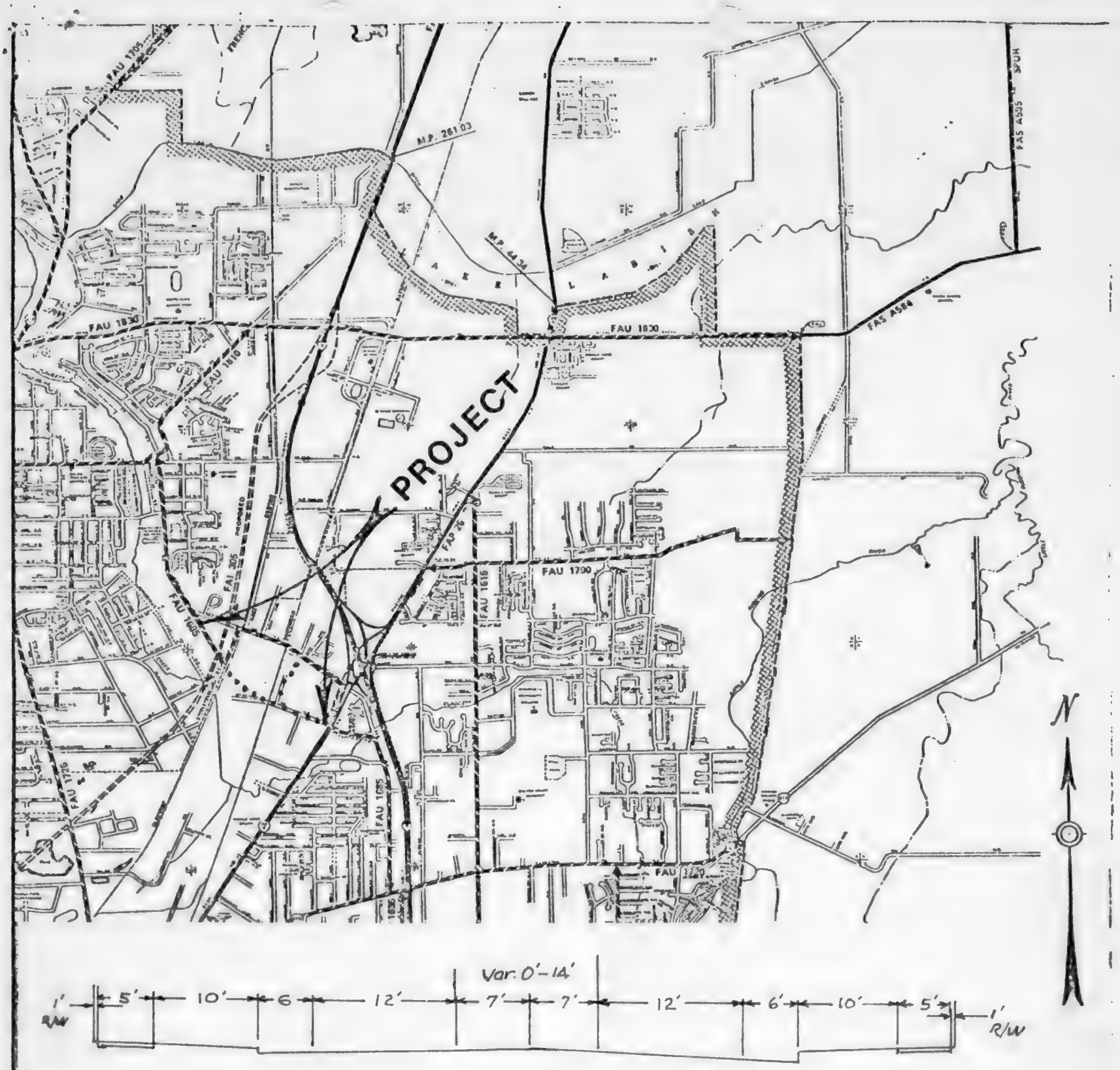
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

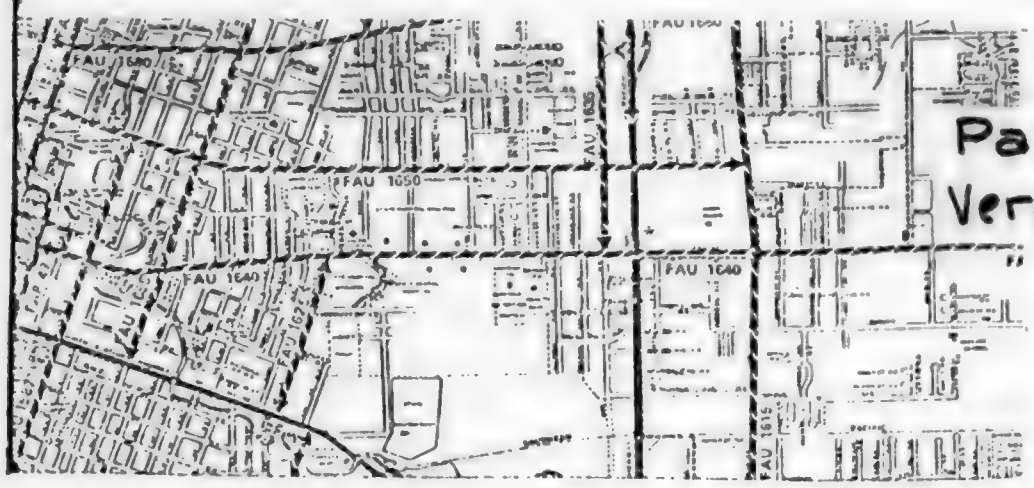
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 18,000	65.000
RIGHT OF WAY		600.000
TRAFFIC CONTROL		Incl.
ILLUMINATION		Incl.
STRUCTURES		
RAILROAD		
ROADWAY		1.600.000
OTHER _____		
ENGINEERING & CONTINGENCIES		Incl.
PROJECT TOTAL		2.265.000

SUBMITTED BY Don Thurston



TYPICAL SECTION



PROSPECTUS MAP
Parkway - Portland Road
Verda Lane & Hyacinth St.
" FAU 1685
Marion County

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring, P.E.
PROGRAM MANAGEMENT ENGINEER

DATE: March 22, 1982

FROM: Phillip O. Stearns Phil
REGION FEDERAL AID SPECIALIST

SUBJECT: ~~(Dearborn Ave. - Salem Parkway)~~ Parkway - Portland Rd Sec. (1991)
Verda Lane N.E. & Hyacinth St. N.E. ~~Section~~
~~Verda Lane~~ FAU 1685
Salem Urban Area

11 20 Jct pine
3-25-82

Attached for subject project is:

	YES	NO
Project Request	____	x
Authority for Survey	x	____
Prospectus	x	____
Region Cost Estimate	x	____

~~Recommended~~ Category* 1 x 2 ____ 3 ____

Statewide Assessment ____

Waterway Involved YES ____ NO x

Project Number 112 - 113 in SATS TIP

Year Scheduled ____

*This is a Salem Parkway Corollary. EIS is complete.

Please process the documents through normal channels for approval.

POS/rgb

cc: Zehner
Gifford

RECEIVED
MAR 26 1982
LOCATION SECTION

REFERRED TO Phil
By Location Engineer

STATE OF OREGON

INTEROFFICE MEMO

TO: Phil Stearns
Federal Aid Specialist

DATE: March 18, 1982

FROM: Don Thurston
Region Location Supervisor

SUBJECT: Verda Lane N.E. - Hyacinth N.E.
FAU 1685
Marion County
Corollary Projects

Attached for approval and forwarding are Authority for Survey and Draft Prospectus for the subject project.

This survey is a combination of project numbers 112 and 113 of the TIP of SATS Transportation Plan - Fiscal 1981-1985. Environmental work has been covered by the final EIS for Salem Parkway and Corollary Projects.

The anticipated cost of Region functions is:

Project Manager	(901)	$15,000
Soils & Geology	(910)	1,000
Traffic	(911)	1,000
Liaison	(913)	500
Utility	(914)	500
Environmental	(923)	-0-

901	15,000
905	22,500
906	
907	8,000
909	8,000
910	1000
911	1000
912	5000
913	500
914	500
918	500
920	200
921	2500
922	200
	~~30,500~~
	65,000

Form 81-124-3030

10,120

VLN0001

3

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

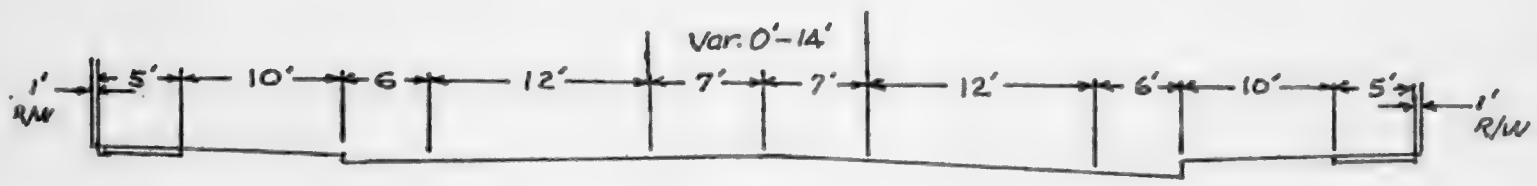
Section ~~Verda Lane N.E. - Hyacinth Street N.E.~~ Salem Parkway - Portland Rd (99E) ✓ Date 3- 17, 1982

Highway Verda Lane & Hyacinth FAU 1685 Authorization No. 1

County Marion #24 Survey Prefix 324-1999 (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly end of the project is the intersection of Verda Lane and Claxter Road. The easterly end of the project is the intersection of Hyacinth and Portland Road. The project also includes the extension of 25th Avenue N.E. from Claxter to Hyacinth.



TYPICAL SECTION

Purpose of survey:

Prepare plans, specifications and estimate to construct a minor arterial utilizing a portion of Verda Lane and an extension of Hyacinth. This survey combines projects numbers 112 and 113 from the Transportation Improvement Program of the SATS Transportation Plan - Fiscal 1981-1985.

Estimate of Cost:

Project Manager	(901)	$15,000	Utility Liaison	(914)	600
Final Design	(905)	22,500	Recon. & Hydrology	(918)	500
Preliminary Design	(907)	8,000	Project Management	(920)	200
R/W Descriptions	(909)	8,000	Specifications	(921)	2,500
Soils & Geology	(910)	1,000	Adm. Serv. (Eng.)	(922)	200
Traffic	(911)	1,000			
Landscape	(912)	5,000			
R/W Liaison	(913)	500			

1X-1685(3)
4-23-82

On HIP as Part of "Dearborn Ave - Salem Parkway"

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
APR 13 1982
LOCATION SECTION

Total estimated cost of survey . . . . . $ 65,000

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

Don Thornton
Field Engineer

Recommended for Approval:

Philip O. Gates for
Regional Engineer

Recommended for Approval:

Frank E. Perpin
Location Engineer

Approved:

Assistant State Highway Engineer

SP*19780-734

C&A #7689
Agreement to typist 5-14-82.
MCH

10,120

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: 3-17-82

PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Verda Lane N.E. - Hyacinth Street N.E.

HIGHWAY NAME	HIGHWAY NUMBER
Verda Lane N.E. and Hyacinth Street N.E.	FAU 1685

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
2	3	Marion	Salem

LENGTH	MILEPOST NUMBER		
	TO	[ ] RURAL	[X] URBAN

LOCAL GOVERNMENT PROJECT?	IF YES, UNIT OF GOVERNMENT
[X] YES [ ] NO	Salem

TYPE OF FUNDS: [ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [X] OTHER FAIX

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [X] GRADING [X] PAVING [ ] STRUCTURE [X] SIGN [ ] SIGNAL [X] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

This survey combines two Salem Parkway Corollary Projects; Verda Lane (No. 113) and Hyacinth Street Extension (No. 112). Verda Lane will be improved along its existing alignment from Claxter Road to the Salem Parkway. The existing R.R. Xing of Claxter & BNRR will be eliminated and a cul-de-sac constructed on the end of Claxter west of the R.R. xing.

Hyacinth will be extended westerly to connect to the Parkway opposite Verda. Included in this project will be the extension of 25th Avenue from Claxter Road to Hyacinth. This will eliminate the intersection problems at Portland Road.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
(1979) 8,000	

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
	PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS		
35	State	[ ] LIGHT	[X] MEDIUM	[ ] HEAVY

3 - FEATURES	EXISTI NUMBER AND WIDTH	P OSED NUMBER AND WIDTH
TRAVEL LANES	2 - 10'	2 or 3 12'
SHOULDERS	0' - 2'	2 - 6'
MEDIANS	None	14'
PARKING LANES	None	None
SIDEWALKS	None	2 - 5'
BIKEWAYS	None	Use 6' shoulders on street
INTERCHANGES	None	None
OTHER:		At grade inters. with Parkway

	YES	NO	MAYBE
Channelization	X		
Frontage Roads	X		
Traffic Signals	X		
Signing	X		
Illumination	X		
Structures		X	
Stage Construction		X	
Pedestrian Crossing	X		
Rest Area		X	
Truck Scale Site		X	
Landscaping	X		
Drainage	X		
River _____		X	
Stream _____		X	
Storm Sewer	X		
Sanitary Sewer			X
Right of Way	X		
Simple Acquisition	X		
Complex Acquisition	X		
Relocations	X		

	YES	NO	MAYBE
Right of Way (cont.) Improvements	X		
Access Control			X
Railroad Crossing SPTC & BNRR	X		
At Grade	X		
Separated		X	
Railroad Encroachment		X	
Permits			X
Conditional Use			
Flood Plain			
Irrigation District			
Water District			
Drainage District			
Div. of State Lands			
Dept. of Geology & Min. Ind.			
Corps of Engineers			
Coast Guard			
DEQ NPS Air Pollution			
DEQ NPS Water Pollution			
Building			
Fish & Wildlife Approval			

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	X		
Environmental Assessment		X	
Statewide Assessment		X	
Negative Declaration		X	
Environmental Impact Statement	X*		
4-F Statement		X	
Citizen Advisory Committee	X*		
Public Hearing _____	X*		
Borrow Source			XX
Material Source Commercial			
Utilities	X		

Type Gas, Water, Elec., Phone

	YES	NO	MAYBE
Hydraulics Study		X	
Soils Investigation	X		
Airport Clearance		X	
Economic Analysis		X	
Requires Field Survey	X		
Old Survey Available		X	
Requires Vicinity Map	X		
Requires Photogrammetry		X	
Requires Reconnaissance Survey		X	
Reconnaissance Available	X		
Design Review		X	

* Completed under total corollary projects EIS.

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		X	
RIGHT-OF-WAY		X	
CONSTRUCTION ENGINEERING		X	

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		
DRAFT ENVIRONMENTAL IMPACT STATEMENT		
CORRIDOR APPROVAL		
FIELD SURVEY		2
PRELIMINARY DESIGN		
DESIGN APPROVAL/FINAL EIS		
RIGHT-OF-WAY DESCRIPTIONS		
RIGHT-OF-WAY ACQUISITION		
P.S. & E. DOCUMENTS		

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING'
Class "B" A.C. Wearing Course	2"	2"
Class "B" A.C. Base Course	2"	
Cement Treated Base	11"	
Line Treated Subgrade (possibly)		

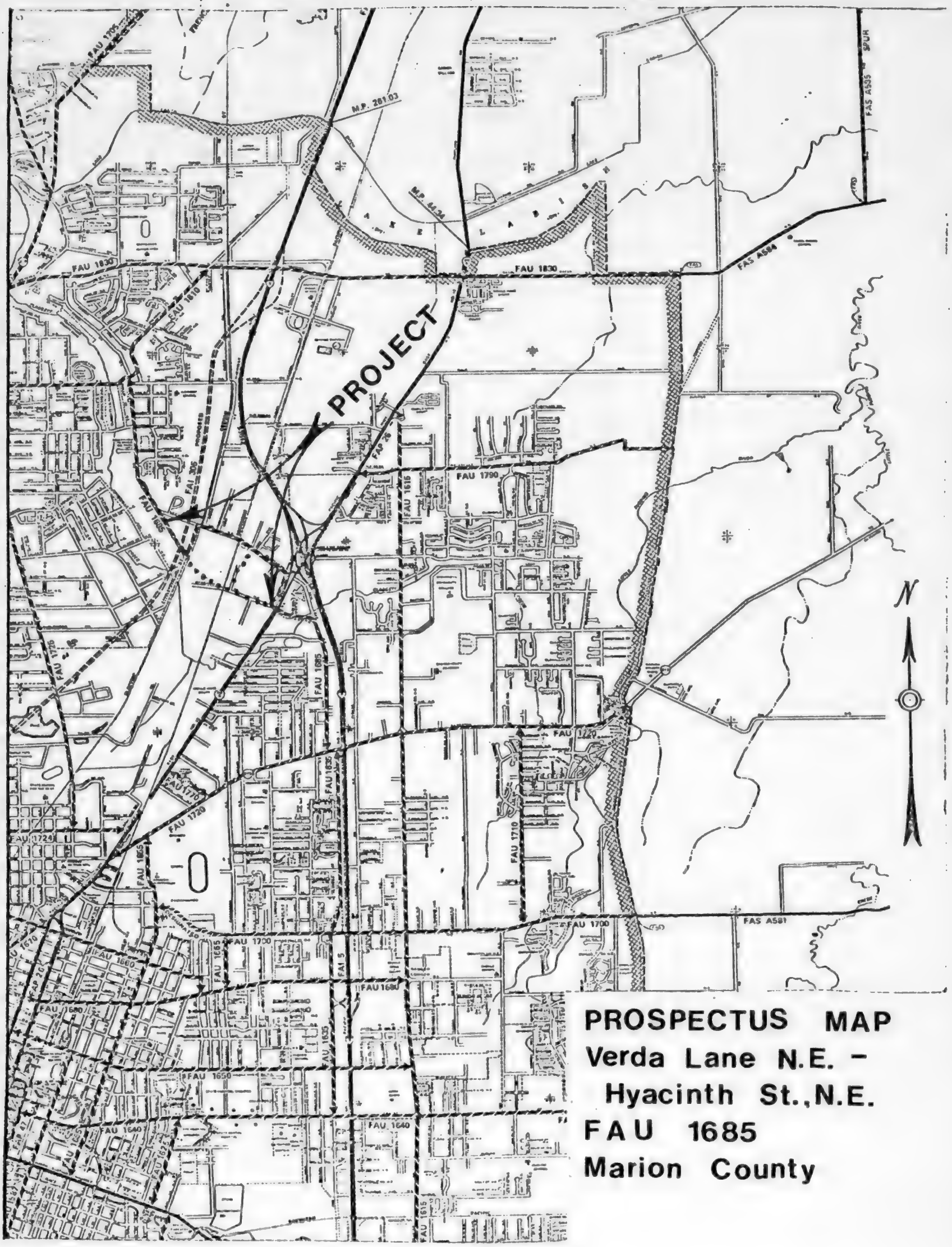
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 18,000	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER _____		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL		

SUBMITTED BY Don Thurston



PROSPECTUS MAP
Verda Lane N.E. –
Hyacinth St., N.E.
FAU 1685
Marion County

10/10

Parkway

STATE OF OREGON
RAILROAD & UTILITIES 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: Adrian Olson
Road Design

FROM: Roger D. Trygstad
Railroad & Utility Engineer

DATE: January 6, 1982

Versteeg
Anderson
Adams
Olson a.d.
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 7 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring by / /
Action

SUBJECT: PUC Applications
Salem Parkway & Lovelleris
(Verda / Hyacinth)

Attached are two PUC Applications filed by the City of Salem relating to Hyacinth Street at Southern Pacific Transportation Company crossing, and Verda Lane at Burlington Northern crossing.

As I discussed with you on the phone, I would appreciate your review and comments relating to these applications. As Marlowe Krohn as been sick, I have been unable to discuss the matter with him.

Please return the applications to me with your comments.

RDT/llr

Roger
Comments in margins — nothing of interest except possible clarification - 4 lanes across tracks are 2 through lanes & 2 bus stop lanes.
all comments have been discussed w/ Ralph Lambert —
a.d.

10120

CON 21-2
1-305
JP

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

December 4, 1981

Ronald J. Merry
Director of Public Works
City of Salem
325 City Hall
555 Liberty St
Salem, OR 97301

Re: Verda Ln.-Hyacinth St.
Salem Parkway to Portland Rd. Sec.
(Including 25th St. Extension)

Dear Mr. Merry:

Field survey work has been completed on Hyacinth St. and work is just beginning in the Location Office. No work has been done on the 25th St. extension. The local project is expected to be completed in 2 or 3 months.

The railroad agreements and PUC permits have been prepared by the city and expect to be formally submitted in approximately one week. Final approval will take from six to eight months.

The city will negotiate and purchase right of way. Acquisition of the 22 parcels is expected to take six to eight months.

It appears the project can be constructed in one season. The attached bar chart indicates the anticipated work flow.

Very truly yours,

C. O. Fredrickson
REGION 2 ENGINEER

COF/rgb

attch.
cc: Alan Hershey w/attch.
Robert Hansen "
E. S. Hunter "

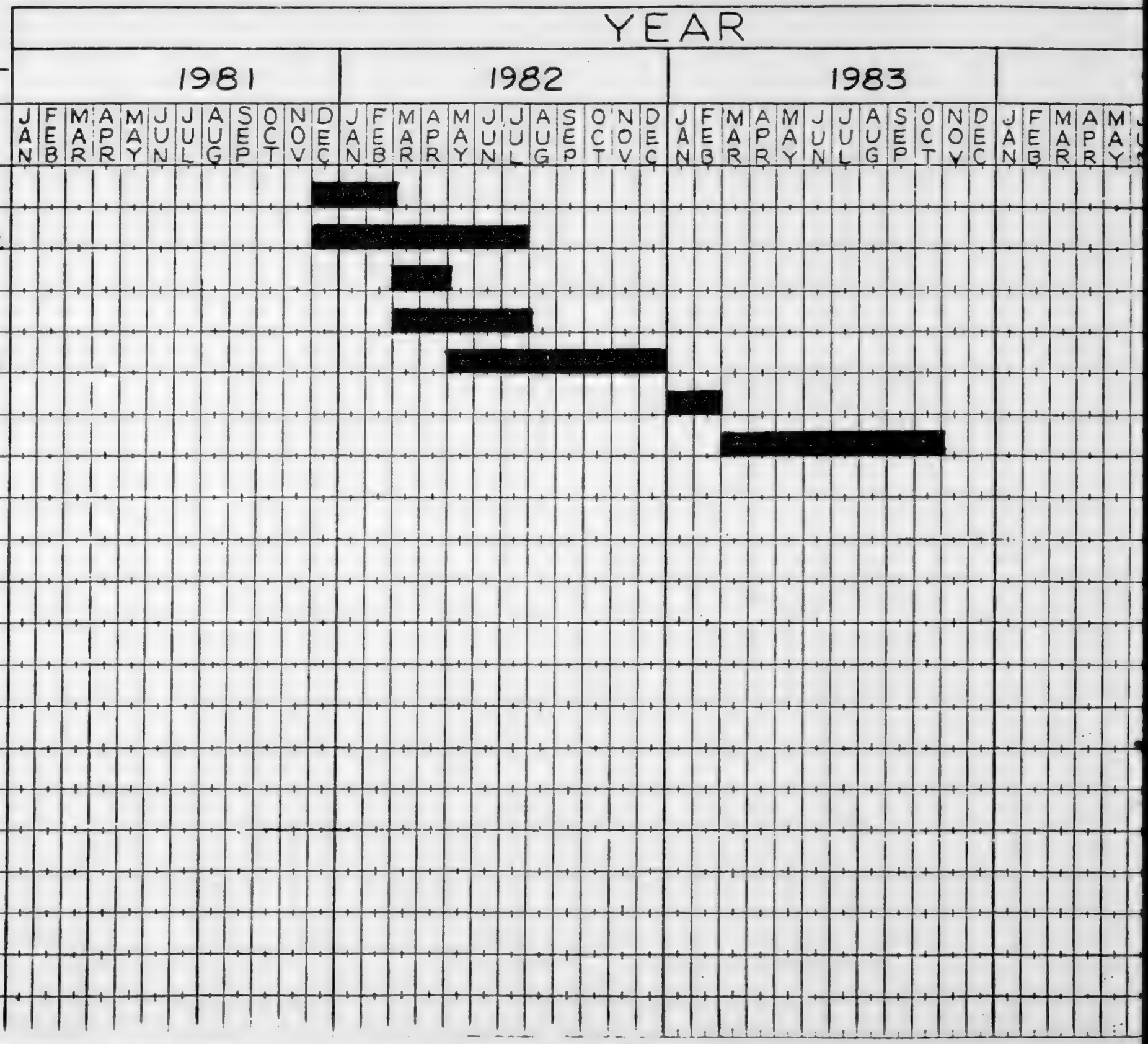
RECEIVED
TECHNICAL SERVICE
DEC 7 '81
REFER TO
FO--
Info | Inves | R/D | Hwy | Traf | Agr | File

734-1667

PROJECT SCHEDULE

PROJECT NAME

Verda Lane - Hyacinth St. w/ 25th St. Extension
SALEM PARKWAY - Corollary


YEAR
1981
1982
1983
JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC
JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC
JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC
JAN FEB MAR APR MAY
Field Location
R.R. Agreement & P.U.C. Permit
F/W descriptions
P.S. & E.
Negotiate & Purchase R/W
Advertise & Award Contract
Complete Construction

Estimate:

Constr.	$1.6 million
R/W	$0.6 million
Total	$2.2 million

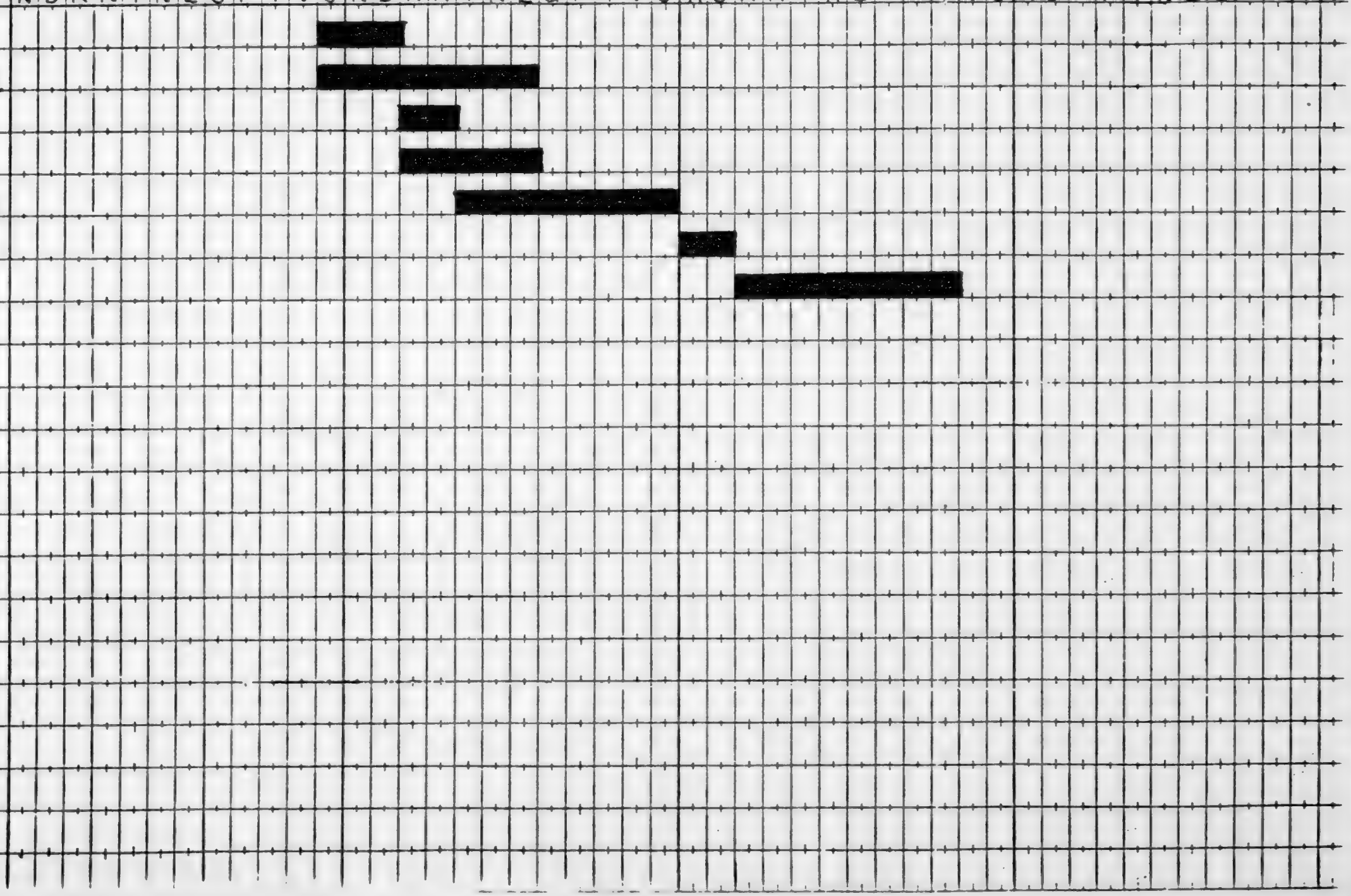
PROJECT SCHEDULE

NAME
-Hyacinth St.
Extension
RKWAY-Corollary

YEAR

1981 | 1982 | 1983

J F M A M J J A S O N D | J F M A M J J A S O N D | J F M A M J J A S O N D | J F M A M J J A S O N D



cation
ent & P.U.C. Permit
criptions
& Purchase R/W
Award Contract
Construction

1.6 million
0.6 million
2.2 million

10/30

CON 20-2
305
1f

DES 16

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: November 30, 1981

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Verda Lane-Hyacinth Street
Salem Parkway to Portland Rd. Section
(Including 25th St. Extension)

NOTED
E. S. HUNTER

The field survey work has been completed on Hyacinth Street and location office work is just beginning. No work has been done on the 25th Street Extension. The location project is expected to be completed in two to three months.

The railroad agreements and P.U.C. permits have been prepared by the City and expect to be formally submitted in approximately one week. Based on past history, final approval usually takes approximately six to eight months.

Based on a previous agreement, the City will negotiate and purchase right-of-way. Acquisition of the 22 parcels is expected to take approximately six to eight months, at least to the "permit of entry" stage.

It appears the project can be constructed in one season. The attached bar chart indicates the anticipated work flow.

ADO:rw

Attachment

cc: C. O. Fredrickson

RECEIVED
TECHNICAL SERVICES
DEC 2 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Contains Recycled Materials
81-125-1387

SP*75683.125

PROJECT . SCHEDULE

PROJECT NAME

Verda Lane - Hyacinth St.
w/ 25th St. Extension. ---
SALEM PARKWAY · Corollary

YEAR

1981 | 1982 | 1983

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC | JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC | JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC | JAN FEB MAR APR MAY

- Field Location
- R.R. Agreement & P.U.C. Permit
- R/W descriptions
- P.S. & E.
- Negotiate & Purchase R/W
- Advertise & Award Contract
- Complete Construction

Estimate:

Constr. $1.6 million
R/W $0.6 million
Total $2.2 million

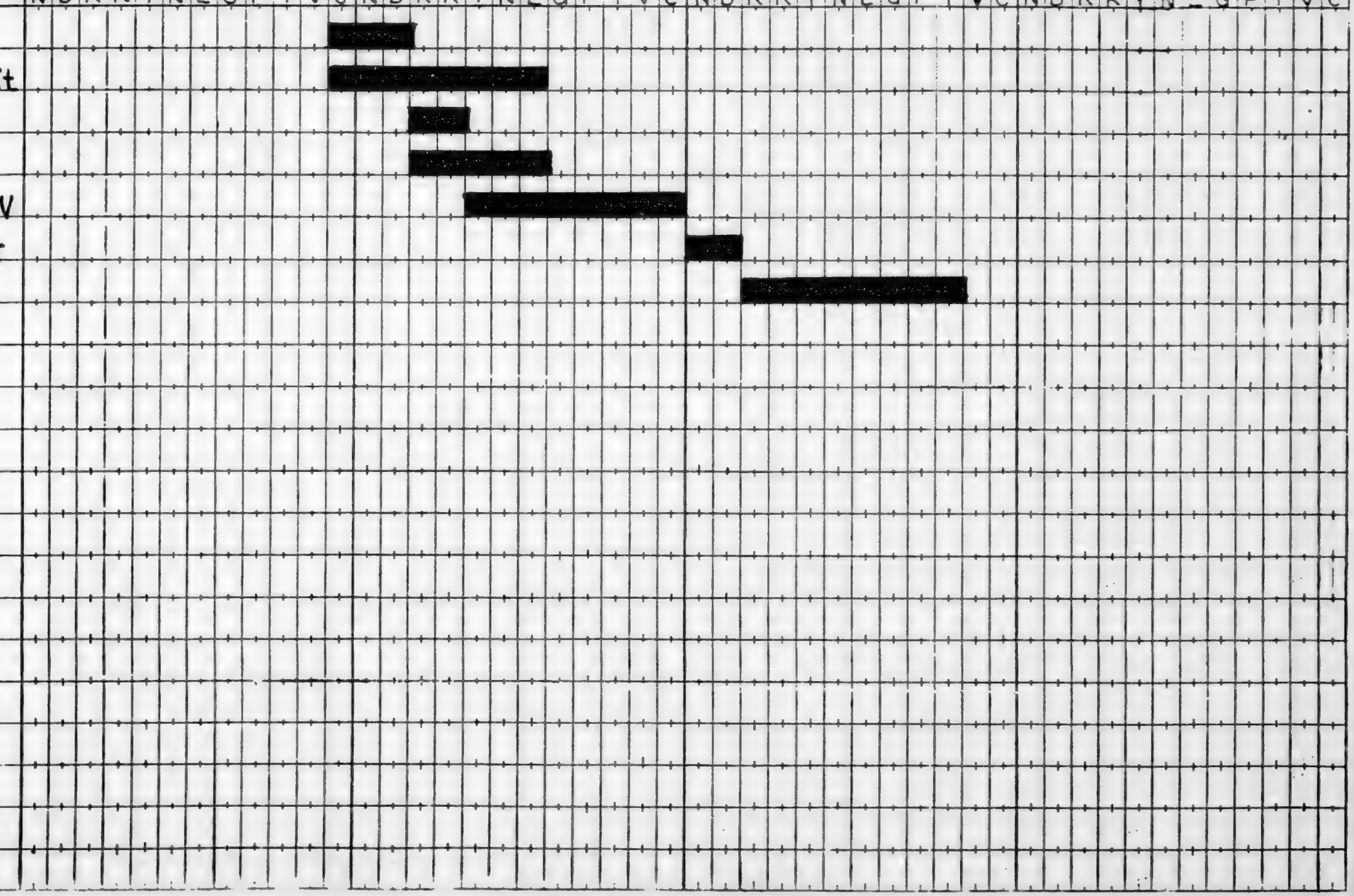
PROJECT . SCHEDULE

AME
-Hyacinth St.
Extension. ———
KWAY·Corollary

YEAR

1981 | 1982 | 1983

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC | JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC | JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC | JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC



cation
ent & P.U.C. Permit
riptions
E Purchase R/W
Award Contract
Construction

1.6 million
0.6 million
2.2 million

STATE OF OREGON

INTEROFFICE MEMO

CON 212
I-305
M.P.

TO: J. B. Boyd
Right of Way Manager

DATE: September 17, 1981

FROM: Virgil Wilson
Region II R/W Supervisor

SUBJECT: Programming Estimate
Salem Parkway

The following is a program estimate for sliver parcels and easements on Verda Lane from Claxter Road south to the end of Verda Lane. The estimate is for land, landscape, road surfacing and damages: $84,000.

In addition to the above, there are two parcels in the frontage road under Files 52348 and 52349. The estimates are as follows:

File 52348-DeLangh	$133,800
File 52349-DeLangh (Davis C.P.)	7,750
	$141,550

Estimate for Cherry Avenue and northerly of Shangri-La is $3,300.

VW:lj

18 files x 12

270,500
900,000
* 7,000
~~32,000~~
60,000
165,000

1,407,000
Total R/W Cost
to 9/17/81

FED FUNDS $2.400.000
with match 2.800.000
less 1 407 000
$1,413,000

Remainder to allocate
P.L.E $1,413.000
JLW 9/17/81

Contains Recycled Materials

10,120

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

Director & County Engineer

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

TELEPHONE 588-5036
AREA CODE 503

REGION 2 ENGR

June 24, 1981

Mr. Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Project Request, Salem Parkway
(FAIX)

Dear Mr. Stearns:

Attached for continuing action is a joint City-County request covering right-of-way acquisition and construction of the Salem Parkway and selected Corollary projects. Request was approved by the Marion County Board of Commissioners in its regular meeting held June 24, 1981. Copy of Resolution 81-81 evidencing approval by the Salem City Council is also attached.

The Draft EIS covering construction proposed on attached application has been approved, and the final EIS is being submitted separately to ODOT by the Mid-Willamette Valley Council of Governments.

Very truly yours,

George T. Grove
Director of Public Works

John J. Green
Federal Aid Administrator

PLEASE EXPEDITE!

JJG:lk

cc: Ron Merry/Ralph Lambert
Dick Knowles/Richard Santner
Bruce Schafer
Files

Attachments

C E R T I F I C A T I O N

STATE OF OREGON)
COUNTY OF MARION) ss
CITY OF SALEM)

I, Patricia Wolfe, hereby certify that I am the duly appointed, qualified and acting City Recorder of the City of Salem, Oregon; and

I FURTHER CERTIFY that the attached copy of Resolution No. 81-81 by the City Council on June 15, 1981, has been prepared by me, compared with the original and is a true and correct copy of said resolution.

WITNESS my Hand and the Seal of the City of Salem, Oregon, this 16th day of June, 1981.

Patricia Wolfe
CITY RECORDER

RESOLUTION NO. 81 81

BE IT RESOLVED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

THAT approval be given to a Federal Aid Project Request for right of way and construction for the future construction of Salem Parkway and Corollary Projects and that the mayor and recorder are hereby authorized to sign on behalf of the City of Salem.

ADOPTED by the Common Council this 15th day of June, 1981.

ATTEST:

Patricia Wolfe
CITY RECORDER

10,120

FEDERAL AID PROJECT REQUEST

Date June 15, 1981

Applicant Agency City of Salem/Marion County

Request for: Off-System ____, FAS-C ____, FAUS ____ Project Interstate Transfer X

Federal Aid Route No. See attached Route Name See attached sheet

Project Name Salem Parkway and Corollary Projects

Project Length see attached sheet Project Location (Attach sketch map)

Project Description See attached sheet for description of each of the projects of this request. This request also includes the Chemawa Interchange, which is Interstate Funded.

Average Daily Traffic See attached sheet Design Speed

Complete Applicable Sections:

I. ROADWAY DATA (SEE ATTACHED SHEET FOR DATA FOR EACH OF THE PROJECTS)

1. Existing Roadway: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Sidewalks ____

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks ____

II. RIGHT-OF-WAY DATA (SEE ATTACHED SHEET FOR DATA)

1. Existing Right-of-Way:

General Width ____ Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No ____

3. Will additional right-of-way be needed? Yes ____ No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks ____

III. TRAFFIC CONTROL DATA (SEE ATTACHED SHEET FOR DATA)

1. Existing Signalization and Location:

2. Proposed Signalization:

Location _____

_____

Type _____

Phases _____

Type of Suspension _____

Interconnected _____

Remarks _____

_____

3. Permanent Signing:

Include in project or by applicant? _____

_____

4. Permanent Striping:

Include in project or by applicant? _____

_____

IV. ILLUMINATION DATA (SEE ATTACHED SHEET FOR DATA)

1. Existing Illumination and Location:

_____

_____

_____

_____

2. Proposed Illumination:

Location _____

Type _____

_____

Remarks _____

_____

V. STRUCTURE DATA

1. Existing Structure: (SEE ATTACHED SHEET FOR DATA)

Location _____ Br. No. _____

Type _____

Approach Roadway Width _____ Shoulder Width _____

Length _____ Width _____

To remain in place? _____

_____

2. Proposed Structure:

Location _____

_____

Approximate Size: Length _____ Width _____

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

VI. RAILROAD DATA (SEE ATTACHED SHEET FOR DATA)

1. Are there any railroad crossings? Yes _____ No _____

   Name of Railroad _____
   Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

   Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Richard Knowles, Transportation Coordinator, Council of Governments, 220 High St. NE, Salem, OR 97301
2.	Environmental	Richard Knowles, Transportation Coordinator Council of Governments, 220 High St NE, Salem, OR 97301
3.	Public Hearing	Richard Knowles, Transportation Coordinator Council of Governments, 220 High St NE, Salem, OR 97301

Remarks The Draft Environmental Impact Statement was approved by FHWA 3-31-81. The Public Hearing was held May 4, 1981. The Final EIS is now being prepared.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes X No_____
If "yes," describe briefly: City will purchase right-of-way within Salem City Limits. City and County both to perform liaison engineering, plan approval, etc. State will write descriptions and furnish maps.

4. Applicant's estimate of cost for requested project: (See attached sheet for individual costs for all projects.)

Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other_____	
Preliminary engineering	
PROJECT TOTAL	$

Remarks_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Salem and/or Marion COUNTY

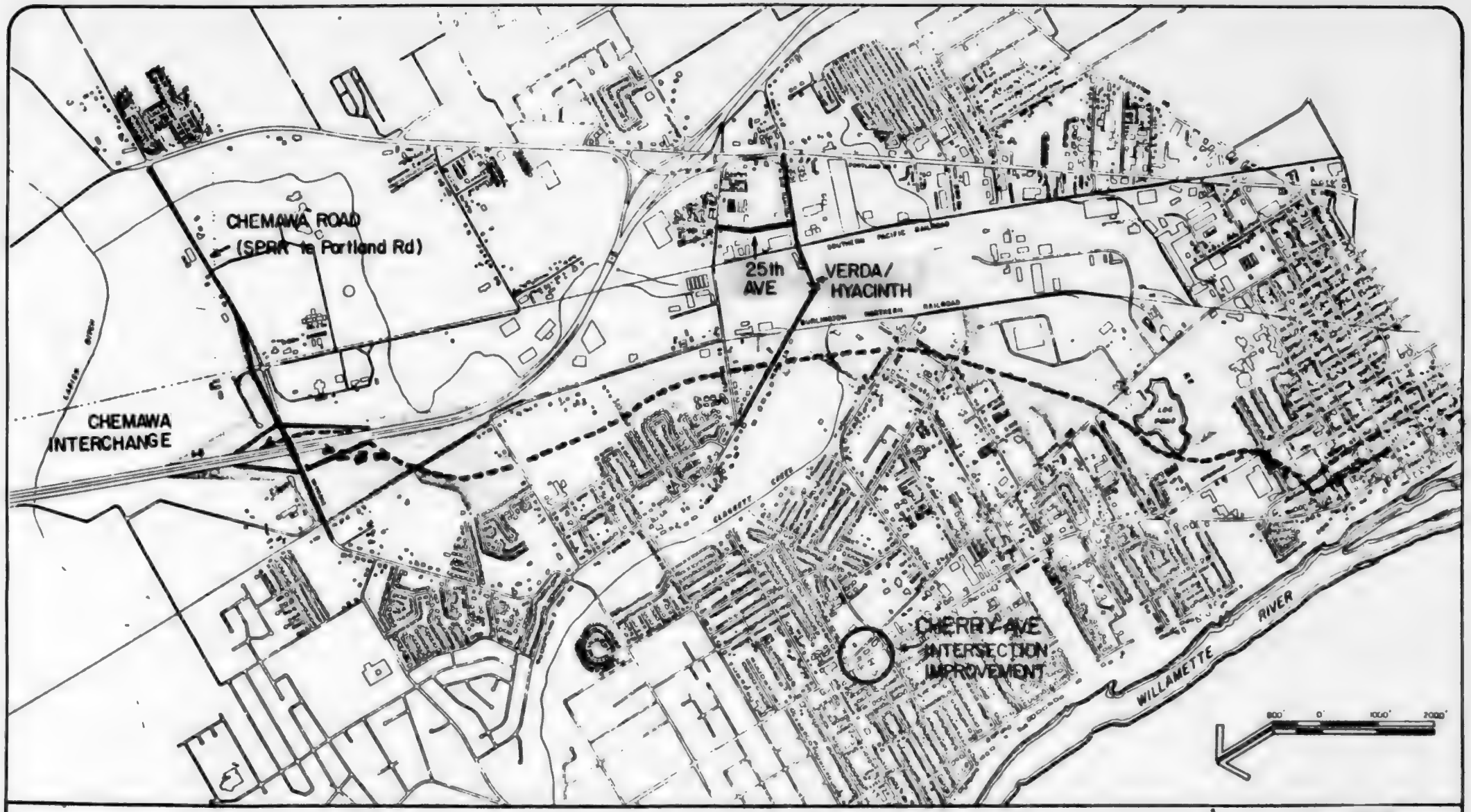
By [signature]
Mayor

By Patricia Wolfe
City Recorder

By Harry Carson Jr.

By [signature]

By Randall Franke



LEGEND

- RAILROAD WEST AND NORTHGATE ALIGNMENTS
- COROLLARY ALIGNMENTS
- I-305 RIGHT-OF-WAY

SALEM PARKWAY AND
COROLLARY PROJECT
ALIGNMENTS

FIG.

salem parkway &
corollary projects

PROJECT NAME AND DESCRIPTION SHEET

Federal Aid Route Number - F.A.U. 1525 Route Name Salem Parkway

Project Name - Salem Parkway, Chemawa Road at I-5 to Pine Street at Liberty-Commercial Streets

Project Length - 3.6 miles

Project Description - The Salem Parkway is to be a four-lane controlled access arterial street following the Railroad west alignment in the Draft EIS. This new roadway is to have at-grade signalized intersections with major intersecting streets. The project includes frontage roads along the west side of the Salem Parkway from Ridge Drive to Keizer Road, and along the east side of the Salem Parkway from Claxter Road to the Northgate Avenue intersection. Bikeway facilities are to be included within the project. Also included are noise and aesthetic barriers along the west side of the Salem Parkway from Ridge Drive to Verda Lane vicinity; and sound barriers in the vicinity of Candlewood, Cherry Avenue and Broadway.

Average Daily Traffic - 0 - year 1979
varies 19,000 - 34,000 - year 2000

Design Speed - 55, 45, 35mph.

PROJECT NAME AND DESCRIPTION SHEET

Federal Aid Route Number - FAU 1725 Route Name Cherry Avenue

Project Name - Salem Parkway Corollary Project - Cherry Avenue at North River Road Intersection

Project Length - 1500 feet

Project Description - This project would widen Cherry Avenue and Manbrin Drive to improve the connection of Cherry Avenue with North River Road. The existing Cherry Avenue - North River Road connection would be closed.

Average Daily Traffic - 5800 - year 1979
12000 - year 2000

Design Speed - 40 mph

PROJECT NAME AND DESCRIPTION SHEET

Federal Aid Route Number - FAU 1830 Route Name Chemawa Road

Project Name - Salem Parkway Corollary Project - Chemawa Road, 1300 feet East of SPRR to Portland Road

Project Length - 2500 feet

Project Description - Widen existing two lane roadway to turnpike minor arterial status.

Average Daily Traffic - 5900 - year 1979
7100 - year 2000

Design Speed - 40mph

PROJECT NAME AND DESCRIPTION SHEET

Federal Aid Route Number - 1685 Route Name - Verda Lane

Project Name - Salem Parkway Corollary Project - Verda Lane, Claxter Road to Salem Parkway

Project Description - This element of the Salem Parkway is in conjunction with Hyacinth Street. Verda Lane and Hyacinth which will form an east-west minor arterial, linking the Keizer area with Portland Road. Verda Lane will be improved by widening the existing roadway. Included is cul-de-sacing Claxter Road at BNRR.

Average Daily Traffic - 8000 - year 1979
9200 - year 2000

Design Speed - 35 mph

PROJECT NAME AND DESCRIPTION SHEET

Federal Aid Route Number - FAU 1685 Route Name - Hyacinth Street

Project Name - Salem Parkway Corollary Project - Hyacinth Street
Salem Parkway to Portland Road

Project Description - This project in conjunction with the Verda Lane project will provide a new east-west, minor arterial link between Keizer and Portland Road. This project will ease the traffic congestion presently on Portland Road, Hyacinth and Claxter Road intersection. Included is the extension of 25th Street from Claxter Road to Hyacinth Street.

Average Daily Traffic - 8000 - year 1979
9200 - year 2000

Design Speed - 35 mph

PROJECT NAME AND DESCRIPTION SHEET

Federal Aid Route Number - FA I-5 Route Name Interstate 5

Project Name - Chemawa Road Interchange at I-5

Project Description - This project involves both the installation of a full access, diamond-type interchange of Chemawa Road and related improvements to Chemawa Road including a grade-separated crossing of the Southern Pacific Railroad. Also involved will be connections to the proposed Salem Parkway.

Average Daily Traffic - 5700 - year 1979
13800 - year 2000

Design Speed - 40 mph

ROADWAY DATA SHEET

SALEM PARKWAY

I. Roadway Data (See attached sketch)

1. Existing Roadway — No existing Roadway

Width	N/A	Travel Lanes	N/A	Shoulders	N/A
Median	N/A	Parking	N/A		

2. Desired Roadway (See attached sketch)

Roadway width:	68 uncurbed and 74' curbed
Travel Lanes:	4 each 12'
Median:	4' with 14' for left turns
Shoulders:	Varies 6' - 8'
Curbs:	Curbed southwesterly from Cherry Avenue
Sidewalk:	5' sidewalks both sides southwest of Cherry Avenue
Bikeway:	10' separated 2-way west side Chemawa Road to Cherry Avenue 6' - 8' on shoulders Cherry Avenue to Pine Street

CHERRY AVENUE

I. Roadway Data (See attached sketch)

1. Existing Roadway

Width	38'	Travel Lanes	2 @ 11'	Shoulders	2 @ 8'
Median	None	Parking	Yes	Sidewalk	N/A

2. Desired Roadway (See attached sketch for Cherry Avenue)

Roadway Width:	60' to 72' curb to curb
Travel Lanes:	4 each 12'
Median:	12 for left turns where needed
Shoulders:	2 each 6' Emergency parking only
Curbs:	Yes
Sidewalk:	2 each 5'
Bikeway:	On street 6' shoulders

CHEMAWA ROAD

I. Roadway Data

1. Existing Roadway

Width	20'	Travel Lanes	2 @ 10'	Shoulders	None
Median	None	Parking	None	Sidewalk	None

2. Desired Roadway (See attached sketch)

ROADWAY DATA SHEET

CHEMAWA ROAD (Cont'd)

Roadway Width:	36 Feet
Travel Lanes:	2 @ 12'
Median:	None
Shoulders:	2 @ 6' (Emergency Parking Only)
Curbs:	No
Sidewalk:	None
Bikeway:	Use 6' paved shoulders
Remarks:	This is interim 2-lane turnpike arterial, which is proposed to be widened to 4 or 5 lanes with curbs and sidewalks in future.

VERDA LANE

I. Roadway Data

1. Existing Roadway
   Width 22' Travel Lanes 2 Shoulders Variable
   Median None Parking None

2. Desired Roadway

Roadway Width:	Varies 36' to 52' curb to curb
Travel Lanes:	2 @ 12'
Median:	None, except left turn lane at major intersections
Shoulders:	2 @ 6' (Emergency Parking Only)
Curbs:	Yes
Sidewalks:	2 @ 5'
Bikeway:	On-street 6' shoulders

HYACINTH STREET

I. Roadway Data

1. Existing Roadway
   Width 20' Travel Lanes 2 @ 10' Shoulders None
   Median None Parking None

2. Desired Roadway (See attached sheet)

Roadway Width:	Varies 36' to 52' curb to curb
Travel Lanes:	2 @ 12'
Median:	None, except left turn lane at major intersections (Salem Parkway, 25th Avenue, Portland Road)
Shoulders:	2 @ 6' (Emergency Parking Only)
Sidewalk:	2 @ 5'
Bikeway:	Use on-street 6' shoulders

ROADWAY DATA SHEET

CHEMAWA INTERCHANGE

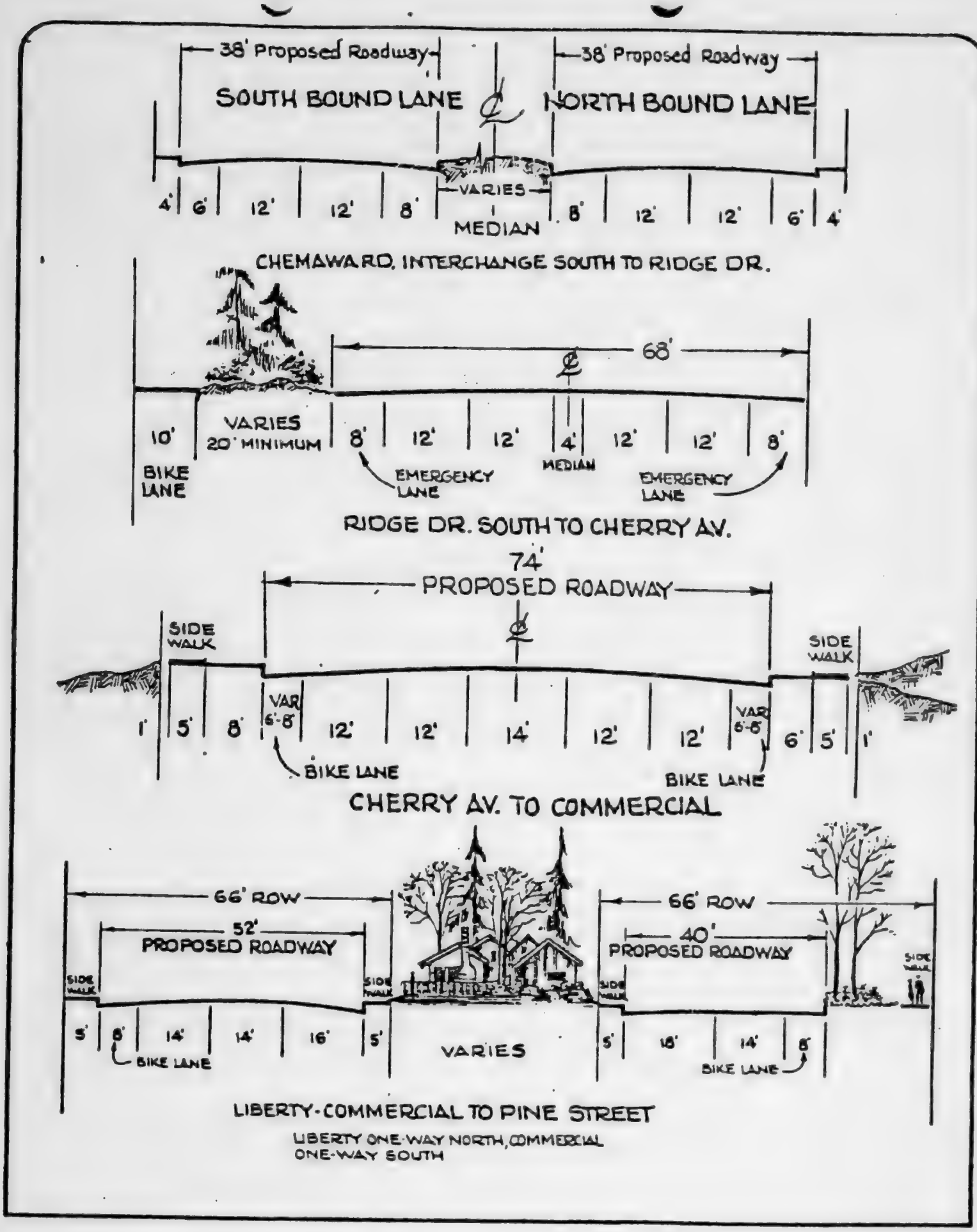
I. Roadway Data

1. Existing Roadway - Four Lane Bridge Structure to Remain

2. Desired Roadway

Diamond Interchange

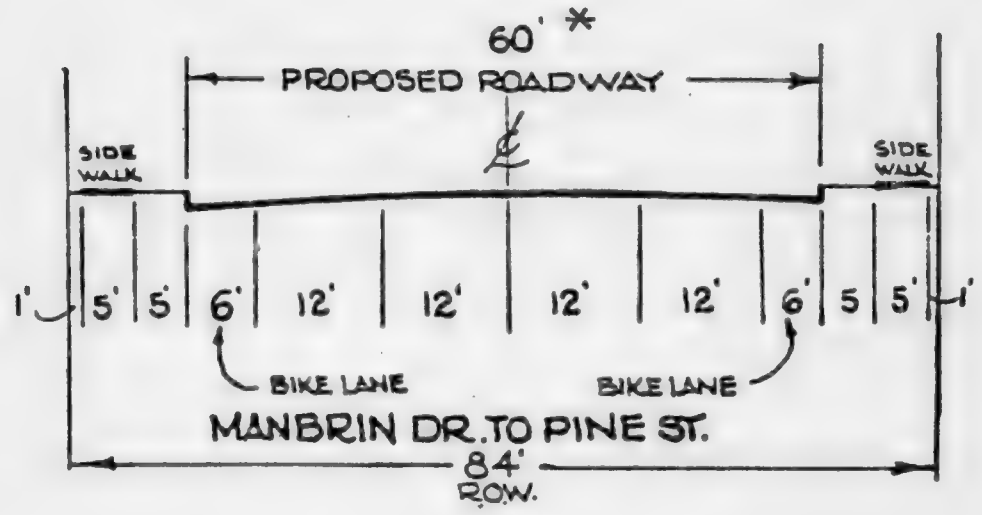
Travel Lanes:	4 @ 12'
Median:	16'
Shoulders:	2 @ 10'
Curbs:	None
Ramps:	Lane @ 26' Diamond figuration with no curbs



PROPOSED TYPICAL SECTION
RAILROAD WEST ALTERNATIVE

Fig. 6

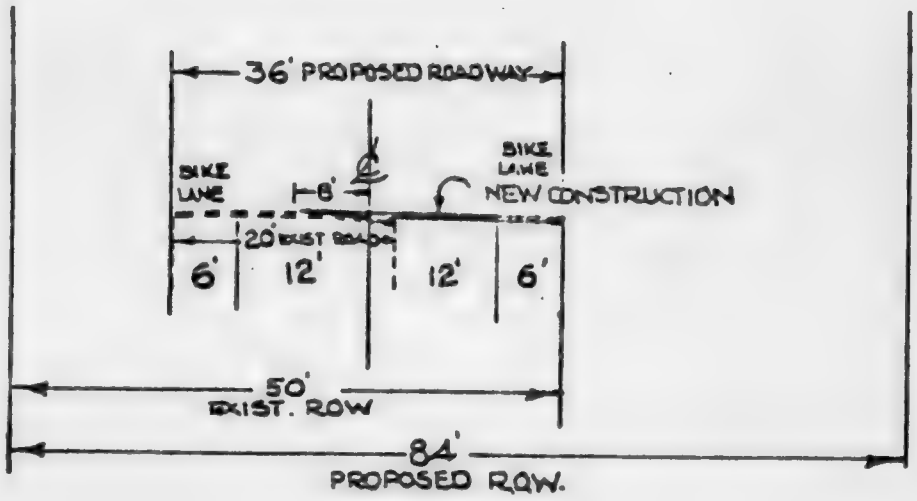
Salem parkway & corollary projects



* 72' AT MAJOR INTERSECTIONS FOR LEFT TURN LANE

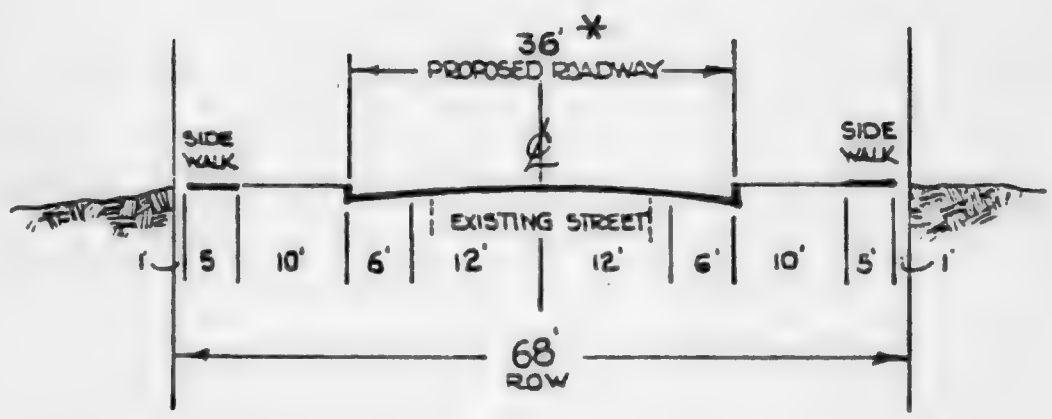
PROPOSED TYPICAL SECTION
CHERRY AVENUE

Fig. 11



PROPOSED TYPICAL SECTION
CHEMAWA ROAD

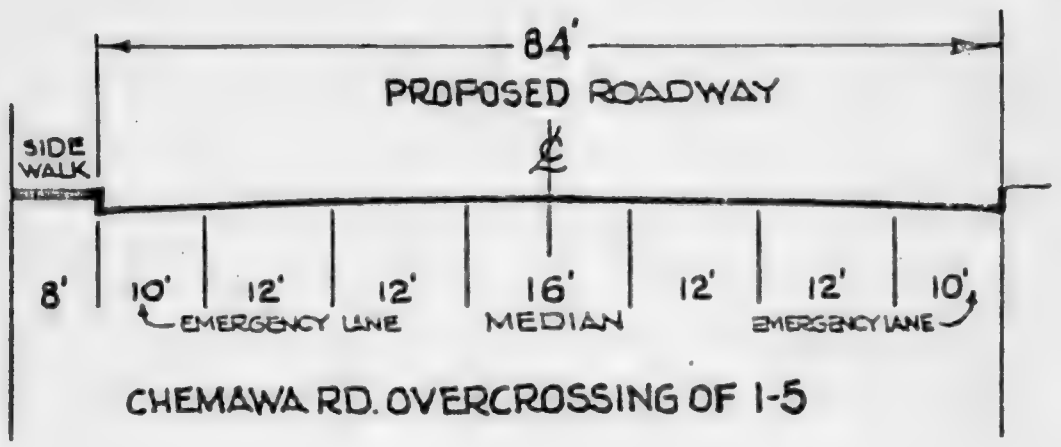
Fig. 9



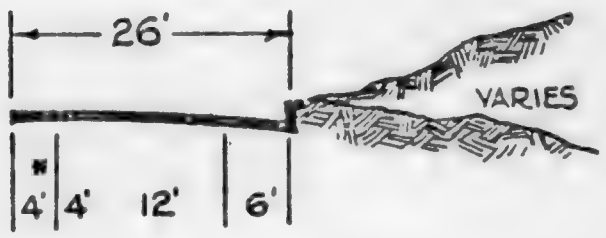
* 52' AT MAJOR INTERSECTIONS FOR LEFT TURN LANE

PROPOSED TYPICAL SECTION
VERDA LANE / HYACINTH ST. OR
25th AVE. / CLAXTER RD.

Fig. 10



CHEMAWA RD. OVERCROSSING OF I-5



INTERCHANGE RAMP

* CHEMAWA R.D. TO I-5 SOUTH BOUND ON-RAMP WILL INCLUDE A 10FT. BIKE LANE

PROPOSED TYPICAL SECTION
CHEMAWA INTERCHANGE

Fig. 8

RIGHT-OF-WAY DATA SHEET

SALEM PARKWAY

II. Right-of-Way Data:

1. Existing right-of-way; general width varies Minimum ____ Maximum ____

2. Yes, right-of-way has been acquired subsequent to January 2, 1971.

3. Yes, additional right-of-way will be needed. Yes, the cost will be subject to federal reimbursement.

Remarks - ODOT will acquire additional right-of-way outside city limits.
City will acquire additional right-of-way inside city limits.

85% of needed right-of-way acquired.
Need to acquire remaining parcels to complete gaps.

CHERRY AVENUE

II. Right-of-Way Data:

1. Existing right-of-way; general width 60' Minimum 40' Maximum 100'

2. No, right-of-way has been acquired subsequent to January 2, 1971.

3. Yes, additional right-of-way will be needed. Yes, the cost will be subject to federal reimbursement.

Remarks - ODOT will acquire additional right-of-way. (all outside City limits)

CHEMAWA ROAD

II. Right-of-Way Data:

1. General width 50' Minimum 50' Maximum 50'

2. No, right-of-way has been acquired subsequent to January 2, 1971.

3. Yes, right-of-way will be needed. Yes, right-of-way costs will be subject to federal reimbursement.

Remarks - City of Salem will acquire additional right-of-way inside City limits.
ODOT will acquire additional right-of-way outside City limits for Marion County.

VERDA LANE

II. Right-of-Way Data:

1. Existing right-of-way; general width 60' Minimum 60' Maximum 60'

2. No right-of-way has been acquired for this project subsequent to January 2, 1971.

3. Yes, additional right-of-way is needed. Yes, the cost of the right-of-way will be subject to federal reimbursement.

Remarks - City of Salem will acquire additional right-of-way inside City limits.
ODOT will acquire additional right-of-way outside City limits for Marion County.

HYACINTH STREET

II. Right-of-Way Data:

1. Existing right-of-way; general width 50' Minimum 0' Maximum 60'

2. No right-of-way has been acquired for this project subsequent to January 2, 1971.

3. Yes, additional right-of-way will be subject to federal reimbursement by the application, City of Salem.

Remarks - City of Salem will acquire additional right-of-way inside City limits.
ODOT will acquire additional right-of-way outside City limits for Marion County.

CHEMAWA INTERCHANGE

II. Right-of-Way Data:

1. Existing right-of-way; ODOT owns existing right-of-way between the Burlington Northern Railroad and 900' ± east of Southern Pacific Railroad.

ILLUMINATION DATA SHEET

SALEM PARKWAY

IV. Illumination Data: Salem Parkway

1. Existing Illumination and Location: None

2. Proposed Illumination

Location - Along both sides of route, at 120' staggered spacing

Type - 400 watt High Pressure sodium lights mounted @ 40 feet near intersections.

Balance of route to be determined by engineering studies.

CHERRY AVENUE

IV. Illumination Data: Cherry Avenue

1. Existing Illumination and Location; Var: ea 175 W to 400W Mercury Vapor on existing Salem Electric poles.

2. Proposed Illumination;
Location - Lineal Lighting - east side of street
Type - 400 W high pressure sodium 40' M.H.
Remarks - to be installed on existing Salem Electric utility poles

CHEMAWA ROAD

IV. Illumination Data: Chemawa Road

1. Existing illumination and location; 2-100 W Mercury Vapor luminaires at intersection of Chemawa Road and Portland Road.

2. Proposed Illumination; none proposed.

VERDA LANE

IV. Illumination Data: Verda Lane

1. Existing Illumination and Location; sporadic mercury vapor.

2. Proposed Illumination; 200 W High Pressure Sodium @ 35' mounting height @ 120' staggered spacing

Traffic Control Data Sheet Continued -

VERDA LANE

III. Traffic Control Data: Verda Lane

1. Existing Signalization and Location; none.

2. Proposed Signalization; Signalization of the intersection with the Salem Parkway is included in the Salem Parkway project.

3. Permanent signing; in project.

4. Permanent striping; in project.

HYACINTH STREET

III. Traffic Control Data: Hyacinth Street

1. Existing Signalization and Location; Hyacinth and Portland Road - five phase fully actuated with protected left turns from Portland Road onto Hyacinth Street.
Claxter @ 25th - 2 phase, span wire, semi-actuated.

2. Proposed Signalization; new signal at Salem Parkway included in Salem Parkway. New signal at Hyacinth and extended 25th Avenue to be fully actuated. Mast arm suspension. No interconnect.

3. Permanent signing; included in project.

4. Permanent striping; work by applicant (City of Salem) include costs in project and will include raised lane reflectors.

CHEMAWA INTERCHANGE

III. Traffic Control Data: Chemawa Interchange

1. Existing Signalization and Location; None.

2. Proposed Signalization; Chemawa Road @ Interchange Ramp Termin: Actuated and interconnected.

3. Permanent signing to be included in project.

4. Permanent striping including raised lane reflectors to be included in project.

TRAFFIC CONTROL DATA SHEET

SALEM PARKWAY

III. Traffic Control Data: Salem Parkway

1. Existing Signalization and Location: None

2. Proposed Signalization - Salem Parkway @ Verda Lane
   Northgate Avenue Extension, Cherry Avenue, Broadway Street, Liberty Street.
   All signals to be actuated and interconnected.
   Number of phases to be determined in detailed signal design
   Mast arm suspension.

3. Permanent signing is to be included in the project.

4. Permanent striping and raised traffic lane markers to be included in project.

CHERRY AVENUE

III. Traffic Control Data: Cherry Avenue

1. Existing Signalization and Location; Cherry Avenue @ N. River Road 2 phase - fully actuated.

2. Proposed Signalization - Cherry Avenue @ N. River Road - Revise new signal that is to be installed in N. River Road widening project to fit new Cherry connection.

3. Permanent signing will be included in the project.

4. Permanent striping and raised traffic lane markers to be included in project.

CHEMAWA ROAD

III. Traffic Control Data: Chemawa Road

1. Existing Signalization and Location; Chemawa Road and Portland Road - five phase, fully actuated, with protected left turns from Portland Road onto Chemawa Road.

2. Proposed Signalization; no change to existing.

3. Permanent signing included in project.

4. Permanent striping; work to be done by City. Include funds in project for striping and raised lane reflectors.

Illumination Data Sheet Continued -

HYACINTH STREET

IV. Illumination Data: Hyacinth Street

1. Existing Illumination and Location; none on Hyacinth - four 1000 watt Mercury Vapor luminaires at the intersection of Portland Road.

2. Proposed Illumination; 200 W high pressure sodium 35' mounting height, staggered spacing utilizing existing PGE power poles as much as possible.

STRUCTURE DATA SHEET

V. STRUCTURE DATA - SALEM PARKWAY

1. Existing Structure None

2. Proposed Structure

Location: Claggett Creek
Approximate Size:

Salem Parkway--Length 90'± Width 75'±
Frontage Road--Length 90'± Width 40'±

Are Sidewalk/Bikeways desired? Yes - bikeway for Parkway
Are Utilities to be attached to structure? No
Are provisions for illumination desired? Yes, if illumination included in this portion of the route
Any unusual or complicating conditions? None
Remarks: None

V. STRUCTURE DATA - CHEMAWA INTERCHANGE

1. Existing Structures:

Location: Interstate 5 approximately 1600' southerly of Chemawa Road. Constructed for future Northbound Salem Parkway to I-5 ramp. Constructed as part of six-laning I-5 in this area.

Type: P.C.C.

Approach Roadway Width _____ shoulder width _____
Length _____ Width _____

To remain in place? Yes

2. Proposed Structures

Location: 1. Chemawa Road to I-5 Southbound Ramp overcrossing of Salem Parkway Ramps to/from I-5.

2. Salem Parkway undercrossing of Burlington Northern Railroad.

Approximate Size:

1. Length 520'± Width 30'±
2. Length 330'± Width 25'±

Are sidewalk/bikeways desired? No
Are utilities to be attached to structure? No

Are provisions for illumination desired? Yes
Are there any unusual or complicating conditions? No

Remarks: None

V. STRUCTURE DATA - FOR CHERRY AVENUE, CHEMAWA ROAD, VERDA LANE, AND HYACINTH STREET

1. Existing Structures: None

2. Proposed Structures: None

RAILROAD DATA SHEET

VI. RAILROAD DATA: Chemawa Interchange

1. Are there any railroad crossings? Yes X No _____

   Name of Railroads Burlington Northernand Southern Pacific
   Existing Crossing Protection none now exists

2. Will existing railroad crossing be altered? Yes, see below:

   Remarks - An undercrossing of the BNRR tracks near Keizer Road is proposed for ramps to/from Salem Parkway. An overcrossing of Chemawa Road over SPRR mainline is part of the interchange project.

VI. RAILROAD DATA: Verda - Hyacinth

1. Are there any railroad crossings? Yes X No _____

   Name of Railroad Southern Pacific
   Existing Crossing Protection Stop signs and cross bucks

2. Will existing railroad crossing be altered? Yes

   Widen and improve at grade crossing.
   Install: Railroad drop gates, flashing light signals
   Stop clearance lines, advance warning signs, and
   advance warning pavement markings.

   Remarks - This project will also create a new at-grade crossing of Verda-Hyacinth with Burlington Northern Railroad. The Verda-Hyacinth/BNRR crossing will also be protected with Railroad drop gates, flashing light signals, stop clearance lines, advance warning signs and advance warning pavement markings.

VI. RAILROAD DATA: Salem Parkway and Cherry Avenue

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad: N/A
   Existing Crossing Protection: N/A

2. Will existing crossing be altered? N/A

VIII GENERAL INFORMATION

4. Estimate of Cost for Requested Projects:

	SALEM PARKWAY	CHERRY @ N. RIVER RD.	CHEMAWA ROAD	VERDA LANE	HYACINTH STREET	25TH STREET	CHEMAWA INTERCHANGE	TOTALS:
Roadway Work	$18,570,000	$ 145,000	$ 400,000	340,000	$1,250,000	$550,000	$10,930,000	$ 32,185,000
Right of Way Costs	2,860,000	85,000	135,000	20,000	290,000	260,000	0	3,650,000
Traffic Control Illumination Structures Railroad Other	(Included in Roadway Work Above)							
Preliminary Engineering	600,000	20,000	40,000	35,000	125,000	50,000	350,000	1,220,000
TOTALS:	$22,030,000	$250,000	$575,000	395,000	1,665,000	$860,000	$11,280,000	$37,055,000

Notes:

1. All Costs are based on 1981 dollar cost estimated prepared by City Real Estate, and OSHD Design and Real Estate, and assembled by Mid-Willamette Valley Council of Governments for Draft E.I.S., Project Citizen's Advisory Committee, City Council and Marion County Board Adopted Alternatives.
2. 1981 costs have been inflated 15% to 1982 year of expenditure.
3. Preliminary Engineering amounts shown are added funds estimated (by City) to be needed to complete contract plans, specifications and estimates).
4. Chemawa Interchange is funded with Interstate Funds = 92% FHWA, 8% OSHD
5. All other projects funded with Interstate Transfer Funds = 85% FHWA, 13.875% City, and 1.125% Marion County.

1985	Pudding River Bridge Section of 119th Ave. (Grading, paving & structure)	10,121

C+A - 8848 - Y - 25 - 85

10,121

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — REVISED DATE: OCT. 24, 1989

COUNTY: MARION AGREEMENT NO. 8348 PROJECT NO. BROS-2400(3&4)

CONTRACT NO. 10121 SECTION: PUDDING R. (119th AVE.) BR.

PRELIMINARY ENGINEERING PREFIX C224-1911:

	PARTICIPATING	NONPARTICIPATING
Payment to Marion County	$ 12,070.17	
Final Design	34.37	
Environmental Section	108.70	
Utility Engineer	61.13	
Accounting (Audit)	91.32	
Specifications	1,916.26	
Program Section	88.49	
Bridge Section	687.80	
Total P.E. Cost	$ 15,058.24	$ -0-

CONSTRUCTION PREFIX C10121:

Payment to Contractor	$ 85,060.91	$
Interest on Final Payment		87.76
Field Engineering Marion County	12,759.14	1,947.03
Audit Cost	1,399.45	
Materials Testing		4,153.47
Construction Section		460.32
Region 2 Office		3,050.04
Field Engineering		1,078.43
Total Construction Cost	$ 99,219.50	$ 10,777.05

SUMMARY

Total Participating P.E. Cost		$ 15,058.24	
Total Participating Const. Cost		99,219.50	
Total Participating Cost		$ 114,277.74	
Less Federal Funds:			
P.E. (80%)	$ 12,046.59		
Const. (80%)	79,375.60	(91,422.19)	
Subtotal		$ 22,855.55	
Less State Share of Const. Cost		(9,921.95)	

Plus Nonparticipating County Cost			10,777.05
Credit for Match on Work by County			(1,470.62)
Less County's Advance Deposits:			
P.E. AD #85-05	$	3,300.00	
Const. AD #85-91		7,200.00	
Const. AD #85-96		1,700.00	(12,200.00)
BALANCE DUE FROM COUNTY			$ 10,040.03

MKS:bkw

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 3, 1985

Federal Aid Project No. BROS-2400(4)

Pudding River (119th Ave.) Bridge Section
County Road
Marion County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 33+60 to Sta. 35+35)(Sta. 35+80 to Sta. 37+60)

Clearing and Grubbing	Lump Sum	All	Lump Sum	$ 1,500.00
Embankment in Place	Cu. Yd.	720	4.50	3,240.00
1"-0 Aggregate Base	Ton	910	8.50	7,735.00
Class "C" Asphalt Concrete	Ton	350	19.00	6,650.00
24-inch Culvert Pipe	Lin. Ft.	42	23.00	966.00
Type 2 Fence	Lin. Ft.	365	4.00	1,460.00
Extra for Asphalt Approaches	Each	5	1.00	5.00
				$ 21,556.00

ANTICIPATED ITEMS

Roadside Seeding, Mulching, & Fertilizing	All Required	$ 500.00
		$ 500.00
	Subtotal	$ 22,056.00
	Engineering	3,198.00
	Total	$ 25,254.00

Type Code X080
Bridge (Sta. #5584A)(Sta. 35+35 to Sta. 35+80)

Mobilization	Lump Sum	All	Lump Sum	$ 8,500.00
Guardrail, Type 2A	Lin. Ft.	150	20.00	3,000.00
Guardrail, Type 3	Lin. Ft.	100	30.00	3,000.00
Guardrail Anchors, Type 1	Each	4	250.00	1,000.00
Rail End Pieces, Type C	Each	4	100.00	400.00
Loose Riprap, Class 700	Cu. Yd.	15	20.00	300.00
Bridge Removal Work	Lump Sum	All	Lump Sum	6,000.00
Structure Excavation	Cu. Yd.	50	10.00	500.00
Rock Excavation	Cu. Yd.	8	100.00	800.00
Structural Concrete, Class 3300 (57 CY)	Lump Sum	All	Lump Sum	9,000.00
Reinforcement (7,600 lbs.)	Lump Sum	All	Lump Sum	3,240.00
4' x 45'/50' Prestressed Slabs	Each	7	3,200.00	22,400.00

Metal Rail with Tubing	Lin. Ft.	131	36.00	4,716.00
				$ 62,856.00

ANTICIPATED ITEMS

EEO/Labor Compliance Monitoring (0.5%)	All Required	$ 498.80
		498.80
	Subtotal	$ 63,354.80
	Engineering	9,186.20
	Total	$ 72,541.00

Length of Roadway ---------- 0.067 mile
Length of Structure ---------- 0.009 mile
0.076 mile

Cost of Roadway Per Mile ------- $376,925.37

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$25,254.00	$20,203.00	$2,525.50	$2,525.50
Structure	72,541.00	58,032.00	7,254.50	7,254.50
TOTAL	$97,795.00	$78,235.00	$9,780.00	$9,780.00

Group 010: 0%; Group 011: 100%
Contract No. 10,121
Prefix: C224-1911 P.E.
C10121
Appn Code: 117

CPL:me

October 2, 1985

CON 5 - 10,121

Alpine Engineering
607 N. W. Trenton
Bend, OR 97701

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

Contract No. 10,121 for work on the Pudding River (119th Avenue) Bridge Section of County Road No. 767 in Marion County.

A copy of this contract is also being sent to the surety on your performance and payment bond.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Amwest Surety Insurance Company
150 Bellevue Way, S. E., Suite 104
Bellevue, WA 98004

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Jeff Swanstrom, Liaison

Willis Worcester
Dept. of Public Works
220 High Street, N. E.
Salem, OR 97301

ALPINE ENGINEERING

8/23/1985

CE.... CAS ... RECEIVED LS.....TC.....
COE.... CM.... SA.....CC.....
OE ..... FE ..... C.' .....
CA..... FQC .. ..
CAM ..... CONSTRUCTION GCS.....
EEO..... SECTION FILE.....

John Widmer
Department of Transportation
1158 Chemeketa St. N.E.
Salem, OR. 97310

RE: Pudding River (119th Ave.) Bridge

Alpine Engineering was the low bidder on this project at a bid of $ 84,412.00. The DBE goal was 8% and the WBE goal was 0%. This would make the DBE goal $ 6752.96 for the contract.

Alpine Engineering intends to employ the following subcontractor to meet this goal:

Imperial Fence Co.
P.O.Box 7305
Eugene, OR. 97401
Karl Lobato 343-3515

Items to be subcontracted:

#7	Guard rail 2A	$ 3,000.00
#8	Guard rail 3	$ 3,200.00
#9	Guard rail anchors type 1	$ 1,400.00
#10	Rail end pieces type C	$ 400.00
#11	Type 2 Fence	$ 1,496.50
#20	Metal Bridge Rail	$ 5,240.00
		$ 14,736.50

It is my understanding that 50% of this subcontract will go to satisfy the DBE goal and 50% to any WBE goals. This would mean that we would have a DBE dollar amount of $ 7,368.25, this will be 109% of the target goal.

If you have any questions please contact me.

L Patrick Stinson

L.PATRICK STINSON

RECEIVED
AUG 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

607 N.W. TRENTON • BEND, OR 97701 • (503) 389-0770

10,121

August 26, 1985 PRO

Robert Hansen
Director of Public Works
Marion County
Senator Bldg.
220 High St. SE
Salem, OR 97301

Subject: Pudding River (119th Ave.) Br.
Project #BROS-2400(4), Marion County

August 22, 1985 the State Highway Division received a satisfactory bid from Alpine Engineering, 607 NW Trenton, Bend, Oregon 97701 on the subject project.

This project is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 8348 and our Local Government Agreement, the County is requested to deposit the balance of their share of the remaining construction cost as computed below.

Contractor's Bid	$ 84,412.00
Anticipated Items	998.80
Subtotal	$ 85,410.80
Contingencies (4 1/2%)	3,843.49
Engineering (10%)	8,541.08
Total Construction Cost	$ 97,795.37
Less Federal Funds (80%)	(78,236.30)
Less 1/2 Balance State Share	(9,779.54)
Less County's Share of Eng. Match	(854.11)
Less County's Early Advance Deposit	(7,200.00)
County's Remaining Balance Due	$ 1,725.42
ADVANCE DEPOSIT ROUNDED	$ 1,700.00

We will award the contract when we receive Commission approval and DBE/WBE Goals are met. Please submit your supplemental deposit of $1,700 by September 13, 1985. You may use one of the three options for payment described in the attachment.

Very truly yours,

LGIP Received 9-3-85 MKS

Gary A. Potter, Manager
Program Section

MKS:bkb
Attachments
bcc w/AD #85-96: Rick Sjolander - Region 2
V.E. Skoog - Please return completed AD #85-96 when advance deposit is received.

10,121

August 5, 1985 PRO

Robert Hansen
Director of Public Works
Marion County
Senator Bldg.
220 High St. SE
Salem, OR 97301

Subject: Pudding River (119th Ave.) Br.
Project #BROS-2400(4)
Marion County

On August 22, 1985 bids will be taken by the Highway Division on the subject project. This is a Highway Bridge Replacement (HBR) Project and as per our Agreement No. 8348 and our Local Government Agreement, the County is requested to deposit 65% of the County's share of the estimated construction cost as computed below.

Estimated Total Construction Cost	$110,600.00
Less Federal Funds (80%)	(88,480.00)
Less 1/2 Balance State Share	(11,060.00)
County's Share	$ 11,060.00
65% of County's Share & Advance Deposit	$ 7,200.00

We will award the contract when we receive your advance deposit in the amount of $7,200 and Transportation Commission approval is received. Please submit your deposit by August 22, 1985 so the contract can be awarded expeditiously. You may use one of the three options for payment described in the attachments.

Very truly yours,

L61P
RECEIVED
9-3-85
MKS

Gary A. Potter, Manager
Program Section

MKS:bkb
Attachments
bcc: (w/AD #85-91)
Wayne Schulte, Metro Region
Vern Skoog - Please return completed AD #85-91 when advance deposit is received.

10.1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

July 30, 1985
IN REPLY REFER TO
HBR-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project BROS 2400(4)
Pudding River (119th Ave.) Bridge
Marion County

We approve the proposed variation to standards for a sag vertical curve and subsequent 25 mph design speed for the above bridge project as detailed in Mr. Worcester's letterr of July 10, 1985 and plan sheet 3 of 7 dated July 11, 1985. Please proceed with the project.

Sincerely yours,

For

Dale E. Wilken
Division Administrator

cc:
OSHD (W. Hart, Br)
OSHD (Gary Potter, Prog)

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUL 31 '85
REFER TO
Hunter
FOR

10,121

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02774

SECTION Pudding River (119th) Avenue Bridge
HIGHWAY N.A./County Road NO.
COUNTY Marion NO.
REGION 2
AUTHORIZATION NO. 2
PROJECT NO. C224-1911
DATE 07-29-85

SURVEY AUTHORITY

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
900 PROJECT ENGINEERING FIELD OFFICE			
901 PROJECT ENGINEERING, OTHER OFFICES	N/A	15,000	6,000
	N/A		
902 CITIZEN'S INVOLVEMENT	N/A		
903 FINAL DESIGN & LAYOUT OF PIER FOUNDATIONS	74(--)		
	7120		
904 PRELIMINARY DESIGN	7110		
905 FINAL DESIGN	73(--)		
906 RELOCATE	72(--)		
907 APPRAISAL	73(--)		
908 FIELD TESTING			
909 RIGHT-OF-WAY DESCRIPTIONS	7113		
910 RIGHT-OF-WAY MAPS	7111		
911 ELEV. AND CONTROL SURVEY	74(--)		
	74(--)		
912 RAILROAD AGREEMENTS	73(--)		
913 RIGHT-OF-WAY LIAISON			

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
914 UTILITY AGREEMENTS	7185		
915 LANDSCAPE DESIGN	7114		
916 PHOTOGRAMMETRIC SERVICES	7142		
917 RIGHT-OF-WAY INVENTORY DEEDS			
920 PROJECT PROGRAMMING	06(--)		
921 SPECIFICATIONS AND ESTIMATE	7200		
923 ENVIRONMENTAL STUDIES	75(--)		
	76(--)		
925 AIR MONITORING	7510		
927 FREE BRIDGE DESIGN	74(--)		
	74(--)		
929 FREE BRIDGE SPECIFICATIONS	7200		
933 BASIC DESIGN	7141		
934 GEOTECHNICAL INVESTIGATIONS	7120		
937 HYDRAULIC ESTIMATES	7142		
949 SYSTEMS STUDIES	N/A		
960 PROGRAM PROJECT PROPOSALS	7144		
961 PREPARE HEARING STUDY DATA	7113		
962 RECONNAISSANCE SURVEYS	71(--)		
963 REVISING FINAL DESIGN	7143		

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY (cont.)

KEY NO. 02774

REGION 2

SECTION Pudding River (199th Avenue) Bridge

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	OKD	ESTIMATED	CURRENT AUTHORIZATION
764 PREPARE AGREEMENTS	7000						
980 CONDUCT PUBLIC HEARING	N/A						
020 TRAINING	N/A						
050 SERVICES	0500						
				TOTALS			
RIGHT-OF-WAY ☐A				PREVIOUS AUTHORIZATION			
FEDERAL AID PROJECT NUMBER BROS-2400(3)				ADD. AUTH. REQUIRED			

LOCATION ENGINEER'S REMARKS

The additional authority is requested to cover the costs for field survey work not anticipated under the first authority. (See Attached Letter)

PREPARED BY Richard T. Parker	DATE 7-30-85	APPROVED, ASST. HIGHWAY ENGINEER X	DATE
RECOMMENDED, REGION ENGINEER X William Mahar	DATE	REC. OR STATE HIGHWAY ENGINEER, APPROVING STATE	

02774

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97

REGION 2 OFFICE
RECEIVED
JUL 29 1985
RLO..... ROS.....
RE ..... RCE..... RME..... RCM .....
RTS ..... RLS..... RPC..... RFS .....
RUS..... RG ..... RSR ....

July 25, 1985

Richard Sjolander
Region Federal Aid Specialist
Oregon State Highway Division
205 East Salem Highway Bldg.
2960 State Street
Salem, Oregon 97310

RE: Pudding River (119th Ave.)
Bridge No. 47C64

Dear Rick:

A recent review of our billing records revealed that we have overrun our PE authorization of $6,000. As of July 5, we had actually spent about $13,800. Under the terms of our agreement, we should have requested additional money before we over spent the $6,000 originally authorized. I attribute this overrun in PE expenditures to several factors.

I underestimated the PE cost of the project. In particular, I did not anticipate the amount of survey crew time that would be consumed in connection with hydraulics and right-of-way.

My $6,000 PE estimate submitted in the Project Request was only 3.8% of the estimated structure cost. I am told that the State usually estimates PE at 20-30% of construction cost, with small projects tending toward 30% or more.

Our billing system has been under development for the last several months. During this time we were not able to meet our goals of monthly billing and comprehensive internal financial reporting. These problem areas have been addressed, and we will be billing and reporting on a monthly basis from now on.

Preliminary engineering on the 119th Avenue bridge project is now complete, and the job is scheduled for bid opening on August 22. I estimate that the total County PE cost will be less than $15,000 including the costs incurred since July 5. This is about 17% of the estimated $90,000 project cost. I therefore request that additional PE funding of $9,000 be authorized.

Sincerely,

Willis G. Worcester
Senior Civil Engineer

WGW:dc

0724rsosh.wgw

10,121 7-23-85

Section Pudding Riv (119th Ave.) Bridge Programming Estimate $ 202,000 =

Highway County Rd. No. 767 Project Length 0.08 mi.

County Marion Completion Time NLT Oct. 31, '85

Kind of Work Grading, Paving, Structure Est. Comp. Date Oct. 31, '85

Prefix 224-1911 Letting Date ~~July 25, 85~~ August 22, 1985 Project No. BR05-2400(4)

Rev. 7/19/85

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ ~~90,777~~ 95,590 00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching, Fertilizing	500	
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
EEO Labor Compliance Monitoring	477 95	
Adjust Utilities:		
		$ ~~500~~ 977 95

Subtotal $ ~~90,777~~ 96,567 95

Contingencies (4-1/2%) . . . . ~~4,040~~ 4,345 50

Engineering (X, X, (10%)) . . . . ~~9,040~~ 9,650 00

~~Subtotal~~ $

Credit for _____ . . . . _____

Estimated Net Authorization, Construction . . . . $ ~~104,741~~ 110,970 31

APPROVED

Revised - 1:57

Road Design Engineer 7-23-85 C.L.

Rev. 11/81

~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	COUNTY	SHEET OF
Pudding River (119th Ave.) Bridge	MARION	1 1

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Grading, Paving, Structure			5/185	LEENK ~~Bricher~~

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. ~~6-20-85~~ ENGINEERING ESTIMATE IS PRICED FOR LETTING ~~7-25-85~~					
1	Mobilization		All	All	10%	8,700 00 ~~8,000~~
	ROADWORK					
2	Clearing and Grubbing		All	All	-	1,500
3	~~Toe Trench Excavation~~		~~Cu.Yd.~~	~~5~~		
4	Embankment in Place		Cu. Yd.	720 ~~481~~	7	5,040 ~~3,367~~
5	1"-0 Aggregate Base		Ton	840 ~~700~~	11	9,240
6	~~Class "B" or~~ Class "C" Asphalt Concrete		Ton	265 ~~200~~	40	10,600
7	24" Culvert Pipe		~~Lin. Ft.~~	42	30	1,260
8	Guard Rail, Type 2A		Lin. Ft.	150	15	2,250
9	Guard Rail, Type 3		Lin. Ft.	100	30	3,000
10	Guard Rail Anchors, Type 1		Each	4	350	1,400
11	Rail End Pieces, Type C		Each	4	85	340
12	Extra for Asphalt Approaches		Each	5	200	1,000
13	Loose Riprap, Class 700		Cu. Yd.	15	40	600
14	TYPE 2 FENCE		Lin Ft.	365	3-	1,095 00
	STRUCTURE					
15	Bridge Removal Work		All	All	-	2,500 00
16	Structure Excavation		Cu. Yd.	50	15 00	750 00
17	Rock Excavation		Cu. Yd.	8	40 00	320 00
18	Structural Concrete, Class 3300 (57 C.Y. @ 275 00)		All	All	-	15,700 ~~15,675~~ 00
19	Reinforcement (71,400 lb @ 0.45)		All	All	-	3,400 ~~3,420~~ 00
20	4' x 45'/50' Prestressed Slabs		Each	7	3,000 00	21,000 00
21	Metal Rail with Tubing		Lin. Ft.	131 ~~106~~	45 00	5,895 00 ~~4,770 00~~
						$95,590 00

10,121

7-22-85

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 2024
Morrow Co.

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-2300(3) Prefix 224-1911

Project Name Pudding River (119th Ave) Br.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon, this 22 day of July, 1985

County of Morrow

Certified By:

Regional Right-of-Way Supervisor
Date 7-25-85

County Judge/Chairman

Commissioner

Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/81

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 15, 1985

In Reply Refer to
File No.:

DES 23
5584A

TO: Dale Wilken
Division Administrator
Federal Highway Administration

Attn: Herb Schell

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
JERALD E. BACKSTRAND
Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Pudding River (119th Ave.) Bridge
Marion County
BR 5584A

As requested in your letter dated June 28, 1985, the sag vertical on Pudding River Bridge has been changed. Enclosed is a letter, plan and profile sheet from Marion County. Please approve this change.

DGH:krm

Enclosures

cc: E. S. Hunter

RECEIVED
STATE HWY ENGR
JUL 16 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BROS-2400(4)
2. STATE PROJECT NO.: See Below
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 50185
2A. COUNTY NAME: Marion

RECEIVED
STATE HWY ENGR
JUL 10 '85
REFER TO Potter
FOR
Info | Taxes | R/D | D/B | Sign | Sch | File

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: June 28, 1985
8. FEDERAL ROUTE NUMBER: Non Federal-aid
9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Pudding River (119th Ave.) Br #47C64-767-00000

11. GENERAL DESCRIPTION OF WORK

Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6-27-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $95,000; Federal Funds $76,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 6-28-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6-28-85	G. K. Hansen	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

June 28, 1985
IN REPLY REFER TO
HFO.2-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project BROS-2400(3)
Pudding River (119th Ave.) Bridge
Marion County
Exception to Standards

In a June 17, 1985 letter, Mr. Walter Hart requested our concurrence in the use of a sag vertical curve of 160 feet in length with a design speed of 20 MPH on the subject project. The ADT at this site is 80 vehicles per day and could in the future present a sight distance problem at night.

We recommend that you consider dropping the grade 6 inches and carry the vertical curve to the bridge end and up the approach grades to increase the vertical curve distance and improve the sight distance.

Sincerely yours,

for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
JUL 3 '85
REFER TO
Hunter
FOR
Info | Instr. | R/U | D/R | Ltr
X

cc:
OSHD (Walter Hart, Br)

7/8 To Walt Hart to handle.

10,121

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23
5584A

June 17, 1985

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIG.
WALTER J. HART

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Pudding River (119th Avenue) Bridge
BR 5584A

The subject Off-System Highway Bridge Replacement Project has been designed with a sag vertical curve of 160 feet in length with a grade change of 8.125 percent with a design speed of 20 mph.

This vertical curve has been discussed with Mr. Schell of your office. We request approval of vertical curve for use on this project.

The proposed new Pudding River (119th Avenue) Bridge will replace an existing 16-foot-wide structure, which has been closed, and which is on a worse vertical curve. The ADT at this site is 80 with a safe speed of 20 mph. Enclosed is a plan and profile sheet of Pudding River (119th Avenue) Bridge.

DGH:cma
Enclosures

bc: Gary Potter
Bill Anhorn

PROGRAM SECTION
MANAGER ✓ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
JUN 18 1985
REFER TO Harwell
R/D ___ ACT ___ REPLY ___
DISC ✓ INFO ___ FILE ___

Form 734-3122

10,121

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO

Date: June 6, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item 50185
Project No. BROS-2400(4)
Pudding River (119th Ave.) Bridge Sec.
County Road
Marion County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 11, 1985.

Clearinghouse reviews were previously submitted.

DRH:bkb
Attachments
cc: W.G. Anhorn, Region 2
Michael Shultz, w/attach.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Expires F

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

June 6, 1985

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF
BUREAU OF PU

	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APP CODE
CARD 2		Co. Rd., 8.0 mi. E. of Salem	ADT	10 DHV 80	----	----	10	Oregon	41	117

	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	F/A ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	L Pr POST
CARD 3	Structure								BROS-	2400	(4)	

	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE	PROGRA
CARD 4	Bridge Replacement (Mandatory 15% off-system)	Marion	047	

NAME OF URBAN AREA: ----

ROUTE NO. Z | FEDERAL-AID: Non UL | STATE: Co. Rd. | U.S.: ---

1 OR

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHARACT PROPOSED (Full descr
	1	(1448)	118	41	42	43 44	53		(54) (58) (59) (66)	(67) (70)			
5						PE							
5						ROW							
5						CONST (CODE) X080	(09)	"Pudding River (119th Ave.) Bridge Sec."	0.009	95,000	76,000		19,000
								PROJECT TOTALS	0.009	95,000	76,000		19,000

CARD 1	CODE 1	PREPARED BY	DRH
1	14	PROGRAM APPROVAL DATES	10-1-84

REMARKS
Additional Data: Item No. 50185; Project No. BROS-2400(3).

Key #02774

-over

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

June 6, 1985

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., 8.0 mi. E. of Salem		10 DHV 80	----	----	10	Oregon	41	117	50185

PROPOSED WORK (35 typewriter)	NATL. FOREST	F/A ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
cture								BROS-	2400	(4)		

FUNDS: Bridge Replacement (Mandatory 15% off-system)

AREA: ----

COUNTY NAME: Marion — CODE: 047

ROUTE NO. Z | FEDERAL-AID: Non UL | STATE: Co. Rd. | U.S.: ---

PROGRAM STAGE: [ ] 1 OR [ ] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) X080	(09)	"Pudding River (119th Ave.) Bridge Sec."	0.009	95,000	76,000		19,000	
			0.009	95,000	76,000		19,000	

ED BY: DRH — PROJECT TOTALS

M APPROVAL DATES: 10-1-84

REMARKS: Additional Data: Item No. 50185; Project No. BROS-2400(3).

y #02774

-over

Pudding River (119th Ave.) Bridge Sec.

Remarks Continued:

Project Data: Work under this project consists of: 1) construct a concrete reinforced slab span bridge (No. 5584A) length 45 ft., roadway width 28 ft.; 2) construct approaches requiring grade, drain and H-T surfacing to provide two 10 ft. travel lanes with 4 ft. paved shoulders; 3) remove existing bridge; 4) adjust utilities as required; and 5) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 8348 complying with Section 116, Title 23 U.S.C., and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 1-23-85.

Note: 1) This project is in Congressional District No. 5.
2) Included in National Bridge Inventory as No. 47C64 with sufficiency rating of 21.2.

10,121

DON T.

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

May 17, 1985

Mr. Dale E. Wilkin
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Re: Pudding River (119th Avenue) Bridge
Exception Request

Dear Mr. Wilkin:

This is an HBR bridge replacement project located where 119th Avenue SE crosses the Pudding River, about 6 miles east of Salem. The purpose of the project is to replace the deteriorated existing wood bridge, which was closed to traffic in December, 1984.

Before the road was closed at the bridge site, the ADT was 80. The road is unpaved, and the existing vertical alignment does not conform to any design standard. The estimated average travel speed was 20 to 25 mph.

When we submitted our Federal Aid Project Request in September, 1984, we indicated a design speed of 20 mph. The project prospectus, for some reason which is unclear to us, lists a design speed of 55 mph. A 55-mph design for this location would be inappropriate to the rural-residential character of the surroundings. It would also be difficult, if not impossible, to attain, given the constraints of the existing terrain and the short length of the proposed project.

copy to Walt Hart

PROGRAM SECTION
MANAGER GF RESOURCE UNIT ___
FA UNIT CG PROGRAM UNIT DH
MAY 21 1985
REFER TO Local Programs
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

The most severe sag vertical curve in our design, 160 feet in length with a grade change of 8.125%, is sufficient for a design speed of 20 mph, according to Geometric Design of Highways and Streets (AASHTO, 1984). We feel that a 20 mph design is appropriate for the site, and that it will contribute to the overall economy of the project by keeping approach road length and fill heights within reason. Design speed considerations aside, the proposed vertical alignment will be a very significant improvement over the existing situation.

A print of the plan and profile sheet is enclosed. The project is presently on the contract letting schedule for June 27, 1985.

Sincerely,

Robert J. Hansen, Director
Department of Public Works

WGW:RJH:al

Enclosure

cc: Ted Litchfield (OSHD-Specs)
Rick Sjolander
Gary Potter

0515dewfha.wgw

10,121

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

May 9, 1985

Mr. Rick Sjolander
Region 2
Oregon State Highway Division
Salem, OR 97310

RE: Pudding River (119th Ave.) Bridge
Prefix 224-1911

Dear Rick:

I am enclosing 2 sets of final drawings for your review and comments.

In response to Walt Hart's comments on our Preliminary/Hydraulic Report (memo to you, 4-9-85):

1. The correct channel slope is .019. This slightly reduces the velocity and raises the water surface elevations. The changes were not significant.

2. Hydraulic data is shown on the Plan and Elevation drawing.

3. Class 700 riprap is used for wingwall protection.

4. I agree that backwater from a double 8' x 6' RCBC would be excessive.

5. I agree that the bridge could be shortened somewhat and still provide an adequate waterway. However, the length was chosen more for environmental than for hydraulic considerations. I feel that it is important for the new bridge to encroach as little as possible on the natural stream channel. Shortening the bridge would bring the toes of riprap and fills into the channel, and/or would require considerably longer wingwalls.

I doubt that there would be much difference in cost between a shorter bridge and the design shown. I see no disadvantage in providing excess hydraulic capacity over the minimum required, especially since local residents report the presence of some occasional drift in the Pudding River. And, I feel that the design shown will have the least possible adverse environmental impact.

6. I considered a cast-in-place rigid frame structure, which would be similar to a box culvert with no concrete bottom. While such a design would work, and might have some advantages, I prefer the prestressed slab design for two reasons.

   First, a cast-in-place structure would require a least 28 days of cure time before we could open the road to traffic. This would extend the time that local residents are inconvenienced by the closure of the road.

   Second, a rigid frame, or any practical cast-in-place structure, would have to have a considerably shorter span than the prestressed bridge allows. This would necessitate either one or more intermediate supports within the river channel, and/or would be subject to the same objections regarding a shorter bridge, as discussed in Item 5 above.

Please feel free to give me a call if you want to go over any of these items. Thanks once again for your assistance in readying the project for letting.

Sincerely,

Willis G. Worcester
Senior Civil Engineer

WGW:al

Enclosure

0509rsosh.wgw

10,121

3-21-85

PRELIMINARY

DESIGN AND HYDRAULIC STUDY

FOR

REPLACEMENT OF

119th AVE. BRIDGE

NO. 47C64

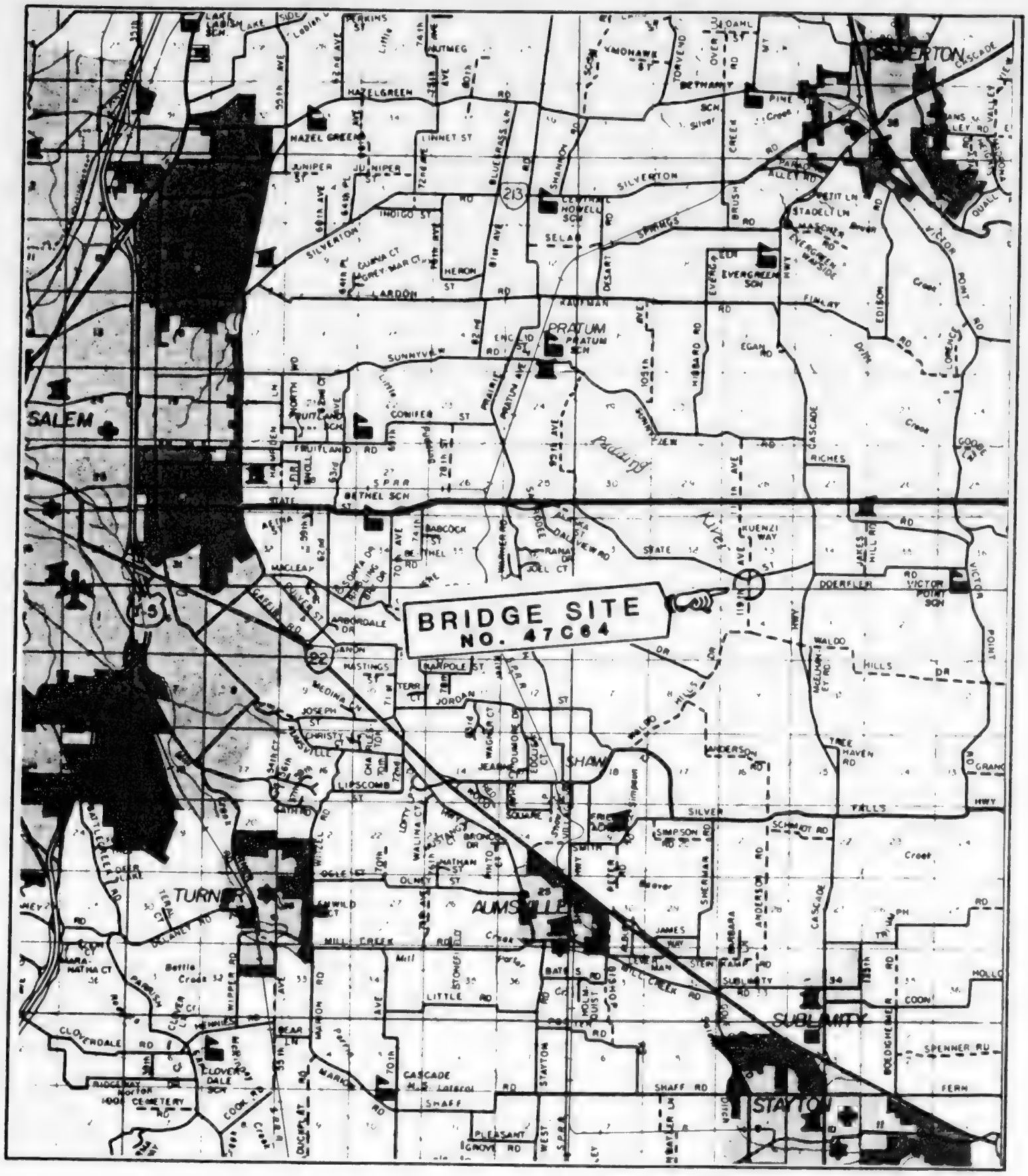
Prepared By:

Willis G. Worcester, P.E.
Senior Civil Engineer
March 21, 1985

Marion County Department
Of Public Works

Approved By:

Robert J. Hansen, P.E.
Director



VICINITY MAP

CONTENTS

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Introduction	1
Subsurface Conditions	2
Design Alternatives	3
Right-of-Way	5
Alignment	5
Environmental Issues and Permits	5
Utilities	6
Estimated Costs	7
Hydraulics	9

Appendix A - Preliminary Design Exhibits

Appendix B - Hydraulics Exhibits

INTRODUCTION

Marion County Bridge No. 47C64 is located in the southwest quarter of Section 33, Township 7 south, Range 1 west, Willamette Meridian. The site is about 6.5 miles east of Salem, where 119th Avenue SE crosses the Pudding River.

The existing bridge was built in 1966. Construction is entirely of untreated timber. The bridge is 15 feet wide and 60 feet long. It has four spans, the intermediate supports being timber bents located in the river channel.

The existing 119th Avenue bridge is in unusable condition. The latest sufficiency rating is 21.2. A load limit of 4 tons has been posted since March, 1981. In December, 1984, the bridge was severely damaged, reportedly by heavy trucks using it in violation of the weight limit. A number of stringers and deck planks were found to be broken. The general deterioration of the rest of the structure made repair impractical, in light of the liability involved.

On December 18, 1984, the County closed the bridge to all traffic. Prior to the time of closure, the most recent traffic count showed an average of 80 vehicles per day. For the several families living south of the bridge site on 119th Avenue, closure of the bridge has resulted in increased travel distances of about 3 miles over unpaved roads.

SUBSURFACE CONDITIONS

On March 7-8, 1985, the Region 2 Soils and Geology Unit of the Oregon State Highway Division performed foundation investigation at the site. The drill logs are included in Appendix A.

One test hole was drilled at each end of the existing bridge. They revealed about 5 feet of roadway embankment material, underlain by hard, fractured basaltic bedrock. Drilling was terminated 10 feet into the basalt, with no change detected in the core samples.

The bedrock is visible in the streambed near the bridge site. It is therefore concluded that excellent bearing material is located 5 feet below the existing roadway on both ends of the bridge.

NEW STRUCTURE

Design Alternatives

The two design alternatives considered for this project are (1) a double 6' x 8' cast-in-place concrete box culvert, and (2) a 28' wide x 45' single span precast concrete bridge.

Box Culvert

About 1000 feet downstream from the existing bridge site, a double 6' x 8' concrete box culvert carries the Pudding River under State Street. The apparent adequacy of that structure indicates that a similar culvert could be used to replace the 119th Avenue bridge.

The primary advantage of a concrete box culvert would be its lower cost, estimated at $84,000. This is $20,000 less than the estimated cost of the bridge alternate.

There are several disadvantages associated with the use of a box culvert to replace the existing bridge. While the cross-sectional area seems adequate for the predicted flow, the center wall of the culvert could tend to trap drift. This might not be a major problem, since the Pudding River does not appear to transport a significant amount of floating debris.

A second disadvantage would be the difficulty of constructing a box culvert on the smoother bedrock of the streambed. The foundation area would have to be isolated from the flowing water, and a fairly substantial amount of excavation done in solid rock.

Use of a box culvert could require approximately 250 cubic yards of fill to be placed within the banks of the stream. The resultant environmental impact would reasonably be deemed to be

significant, since the channel characteristics would be radically altered from the present natural state. It is assumed that an environmental assessment, and possibly a full environmental impact statement, would be required. Processing of either type of document would delay the project at least a year, and would thus impose an unacceptable hardship on the local residents. These environmental concerns form the basis for the main argument against replacing the existing bridge with a box culvert.

Bridge

A new bridge, as shown in Appendix A, is the preferred design alternative. The major advantage offered by the single-span bridge is that it leaves the channel cross-section totally unobstructed. Although the north abutment wall would encroach on a small eddy-formed cavity in the bank, the net environmental effect on the Pudding River would be negligible.

The proposed grade line would place the new bridge on an average of 1 foot higher than the existing bridge. The superstructure underclearance would also be increased by 1 foot, giving a 1'-9" clearance to the 100-year high water surface. The two existing bents located in the river would be removed.

It would be relatively easy to protect the flowing water from the effects of excavation and placing concrete during construction of the new bridge. The only disadvantage associated with selection of the bridge alternative is its higher cost, $20,000 greater than the culvert estimate. This differential is not considered excessive, however, in light of the environmental benefits inherent in the design of the new bridge.

RIGHT-OF-WAY

In order to allow for cut and fill slopes and ditch sections, a 60-foot wide right-of-way will be needed for the 400-foot length of the project. The existing right-of-way is 40 feet wide. A total of .18 acre will need to be acquired. Right-of-way requirements are the same for either design alternate.

ALIGNMENT

The proposed project will be constructed on the same straight horizontal alignment as the existing road and bridge. The vertical alignment is modified for improved high water clearance and smoother vertical curves. The plan and profile drawing is included in Appendix A.

ENVIRONMENTAL ISSUES AND PERMITS

It is anticipated that, if the existing bridge is replaced with a new bridge in the same location, the Federal Highway Administration will approve a Categorical Exclusion for the project. The lack of significant environmental impacts connected with the proposed bridge design has previously been discussed.

The excavation, fill, and riprap work within the streambanks will require permits from the Oregon Division of State Lands, and the U.S. Army Corps of Engineers. The County will apply for the necessary permits after approval of the preliminary design.

UTILITIES

Overhead power lines are located within the right-of-way on the downstream side of the bridge. A telephone conduit is attached to the existing bridge deck on the downstream side. The County will coordinate with utility owners to have all lines moved prior to the start of construction.

ESTIMATED COST - Box Culvert

Item	Qty & Unit	Unit Price	Total Price
Mobilization	9%		$ 5,300
Clearing & Grubbing	All		2,500
Remove Exist. Bridge	All		2,500
Embankment in Place	500 CY	8.00	4,000
Aggregate Base	750 Tons	9.00	6,750
Asphalt Concrete Pavement	275 Tons	35.00	9,625
Guardrail, Endpiece, Anchors	All		6,200
Rock Excavation	14 CY	50.00	700
Concrete	65 CY	300.00	19,500
Reinforcement	15000 lbs	.45	6,750
Riprap	12 CY	25.00	300
		Subtotal	$ 64,125
Preliminary Engineering	(4%)		$ 2,600
Construction Engineering	(10%)		6,400
Contingencies	(15%)		9,600
Right-of-Way	.18 AC	5000.00	900
		Total	$ 83,625

ESTIMATED COST - Bridge

Item	Qty & Unit	Unit Price	Total Price
Mobilization	9%		$ 6,600
Clearing & Grubbing	All		2,500
Remove Exist. Bridge	All		2,500
Embankment in Place	100 CY	8.00	800
Aggregate Base	750 Tons	9.00	6,750
Asphalt Concrete Pavement	275 Tons	35.00	9,625
Guardrail, Endpieces, Anchors	All		5,000
Structure Excavation	20 CY	15.00	300
Rock Excavation	12 CY	50.00	600
Concrete	60 CY	275.00	16,500
Reinforcement	6000 Lbs	.45	2,700
4' x 45-50' Pre-stressed Slabs	7 Ea	3000.00	21,000
Metal Bridge Rail	106 LF	45.00	4,770
Riprap	12 CY	25.00	300
		Subtotal	79,945
Preliminary Engineering	(4%)		3,200
Construction Engineering	(10%)		8,000
Contingencies	(15%)		12,000
Right-of-Way	.18 AC	5000.00	900
		Total	$104,045

HYDRAULICS

The 119th Avenue Bridge is located in Zone IV of the Willamette River Basin, Region 5 of the State. The Pudding River drains an area of 9.5 square miles, measured upstream from the bridge site.

The regression equations in "Magnitude and Frequency of Floods in Western Oregon" predict 50 and 100-year discharges of 915 and 1069 cubic feet per second, respectively. The Hydraulics Manual discharge graph gives a 50-year flow of 850 cfs. The higher values are used for design.

Based on a channel slope of .036 and a measured average velocity of 12 feet per second, a Manning n-value of .026 was calculated. Normal depth calculations give water surface elevations of 506.6 and 506.8 for the 50 and 100-year flows, respectively.

The 1'-9" clearance under the new bridge to the 100-year water surface is considered adequate for the location, especially since the channel section will otherwise be unobstructed.

Local residents report that the Pudding River has not overtopped its banks for many years, and that such occurrences are very infrequent. There are no upstream structures or properties which would be significantly affected in the unlikely event of backwater caused by the new bridge.

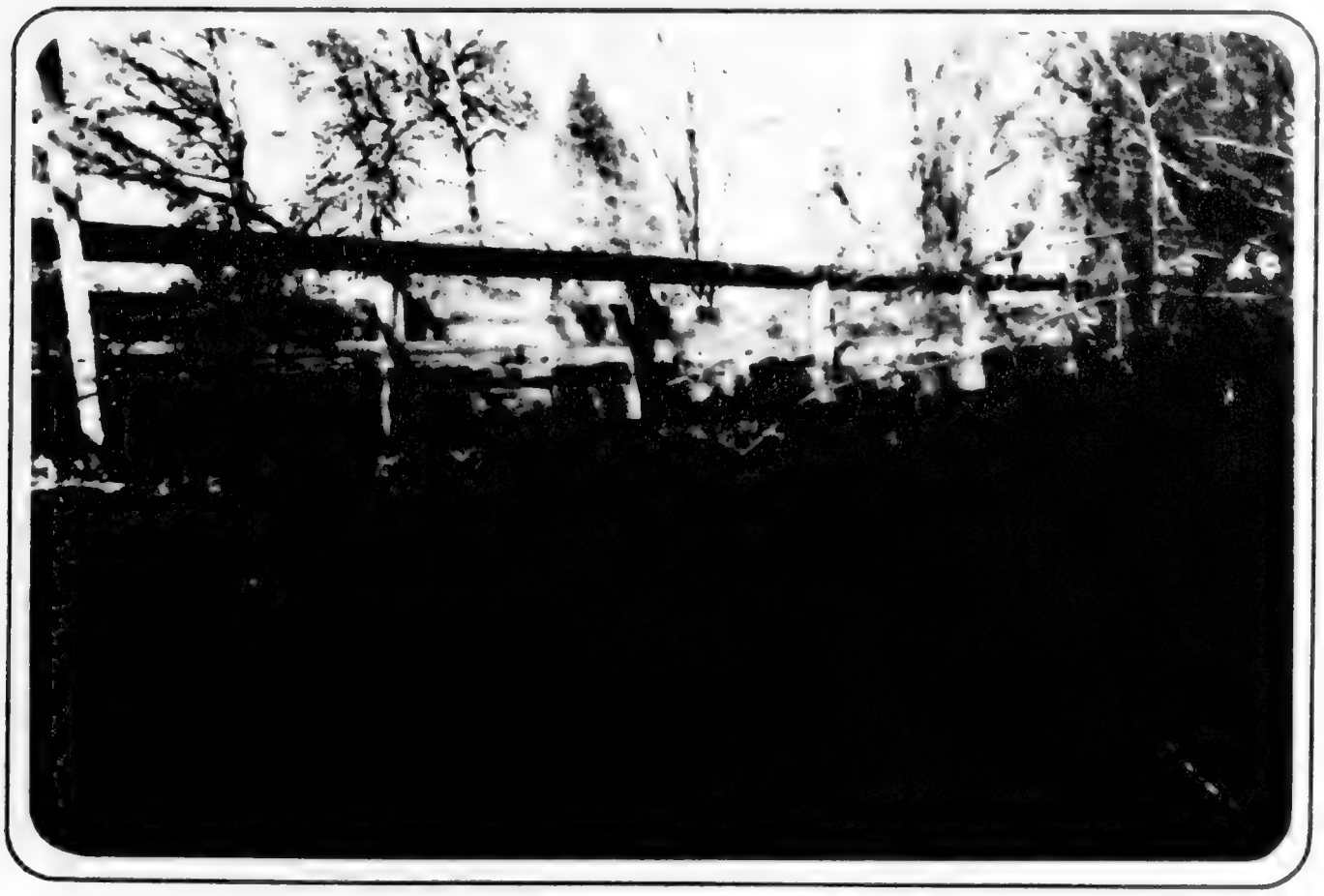
The double 6' x 8' box culvert crossing under State Street, 1000 feet downstream from the bridge site, has apparently functioned satisfactorily since its construction.

APPENDIX A

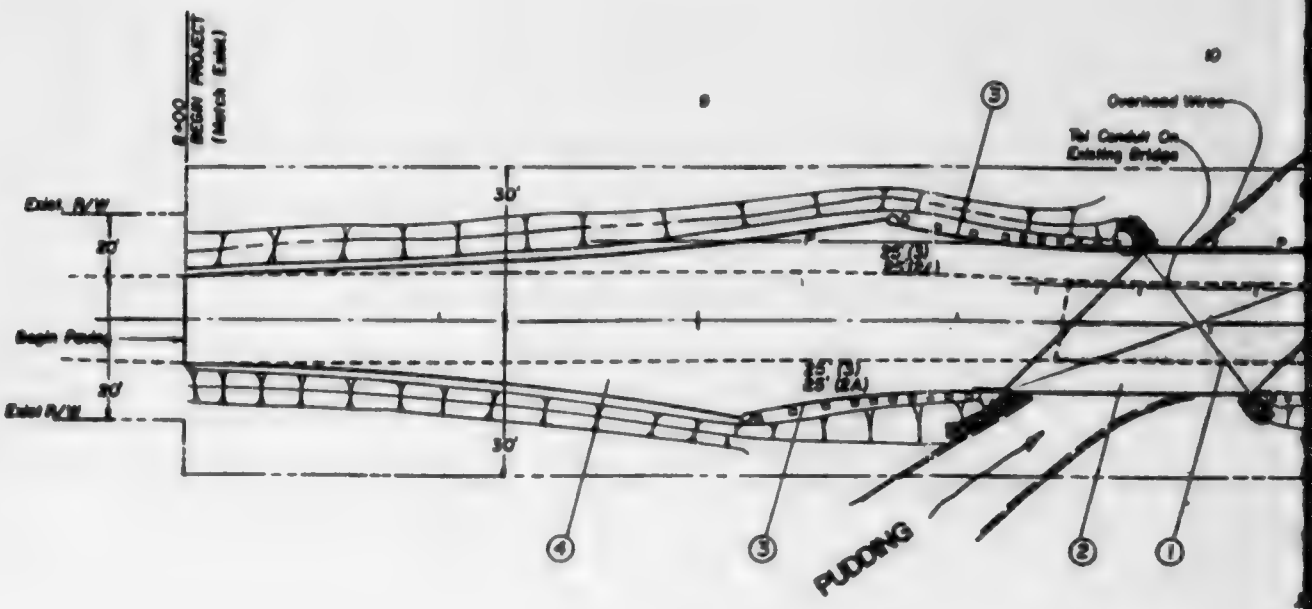
PRELIMINARY DESIGN EXHIBITS

Photographs		Plate 1
Proposed Bridge -	Plan Profile	Plate 2
	Plan and Elevation	Plate 3
Drill Logs		Sheets 1, 2

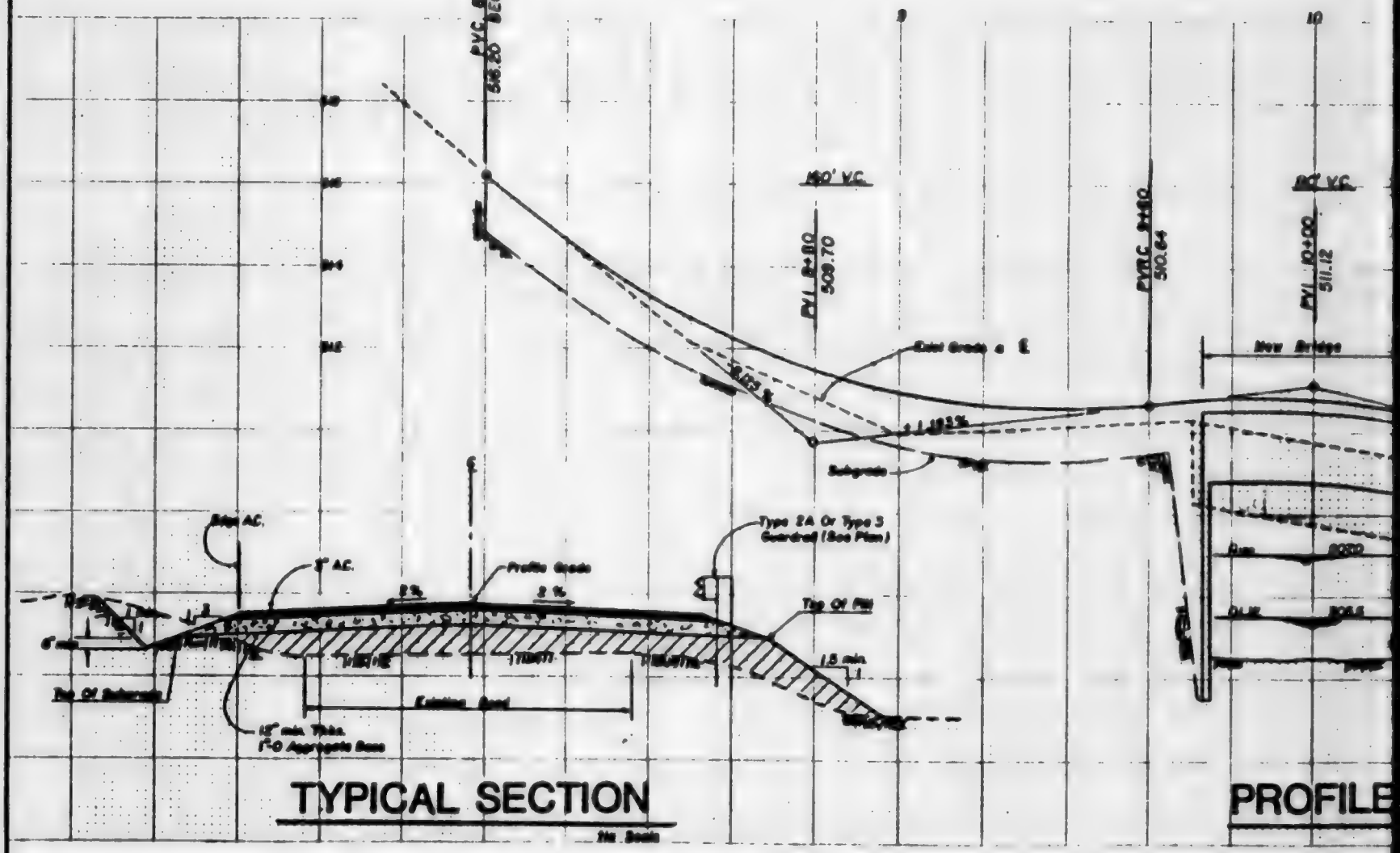
EXISTING BRIDGE, LOOKING UPSTREAM



EXISTING BRIDGE, LOOKING DOWNSTREAM



PLAN

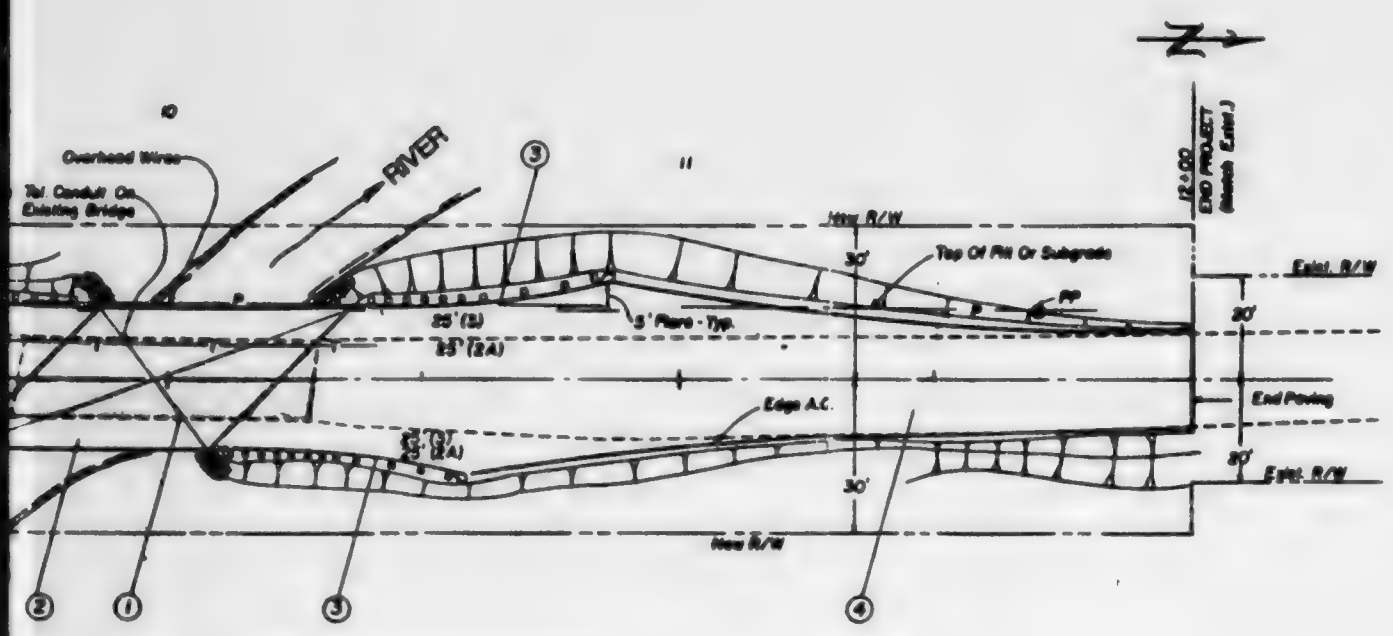


TYPICAL SECTION

PROFILE

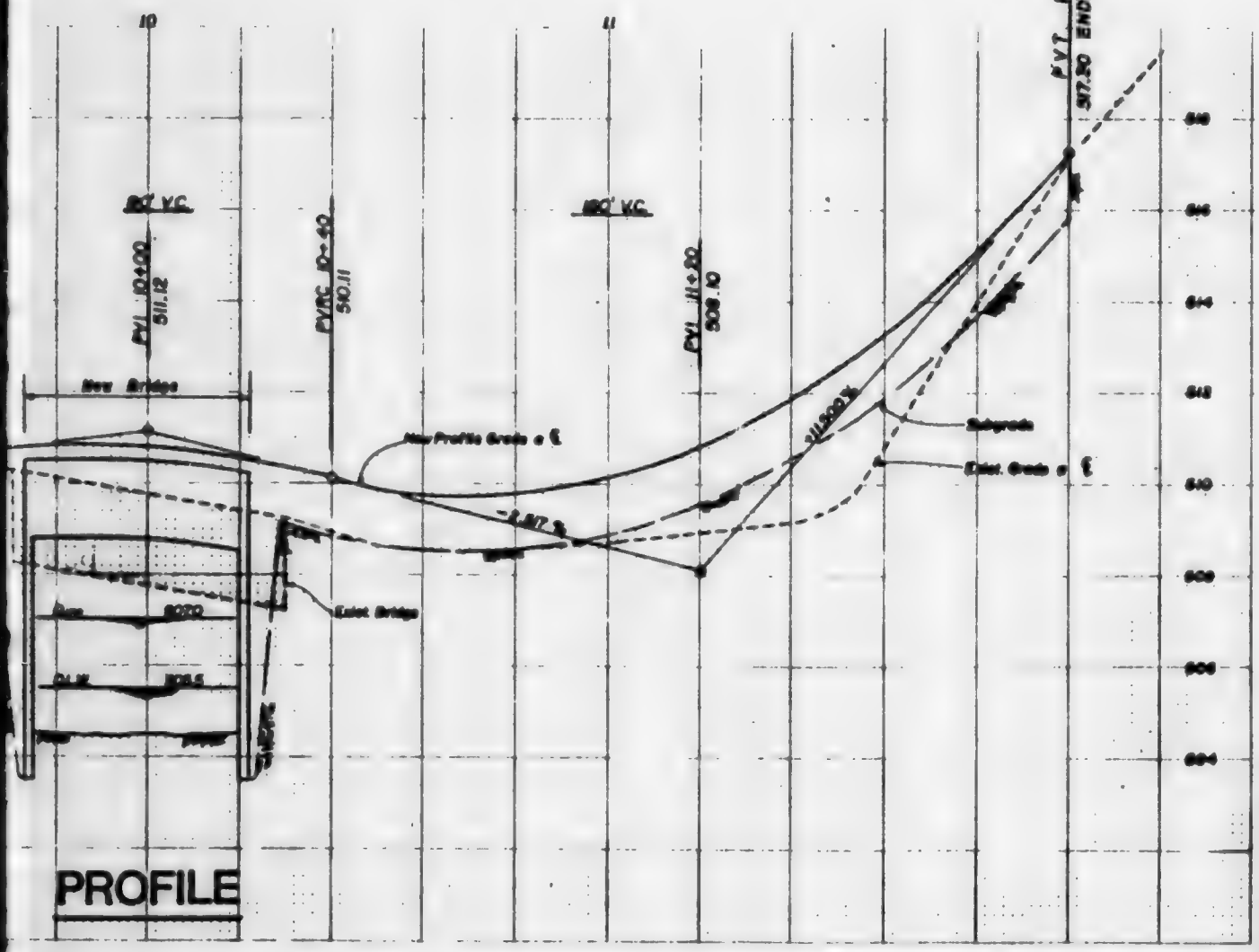
CONSTRUCTION NOTES:

1. Remove existing untreated timber bridge (16'x36'±).
2. Construct new 28'x48' prestressed concrete bridge.
3. Construct guardrail:
   - -100' Type 2A
   - -100' Type 3
   - -(4) Type C Endpieces
   - -(4) Type I Anchors
4. Reconstruct roadway sta. 8+00 - 12+00



NOTE: Sta. 10+00 = Center Of Exist. Bridge

PLAN



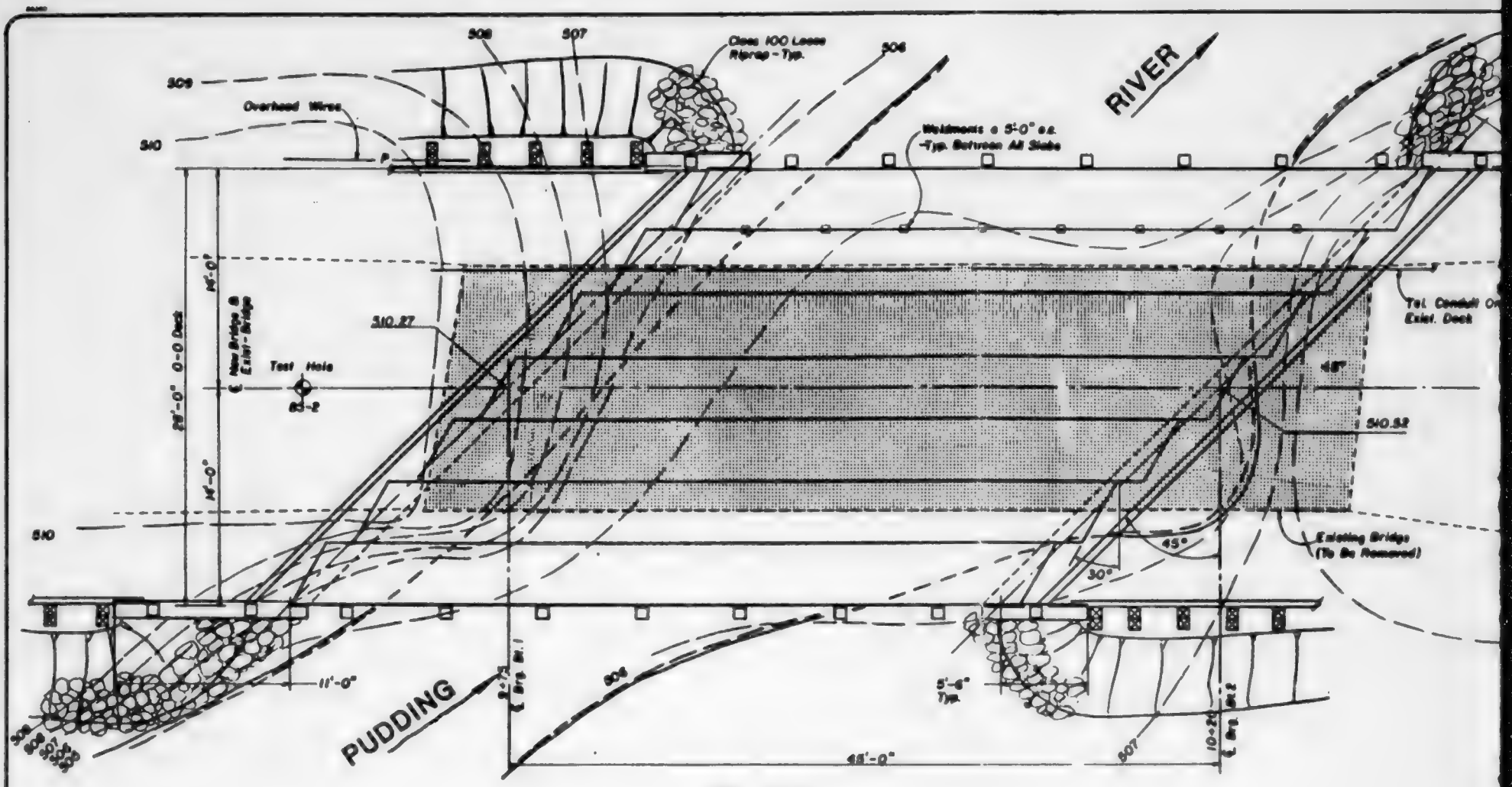
PROFILE

PRELIMINARY

MARION COUNTY DEPARTMENT OF PUBLIC WORKS
SALEM, OREGON

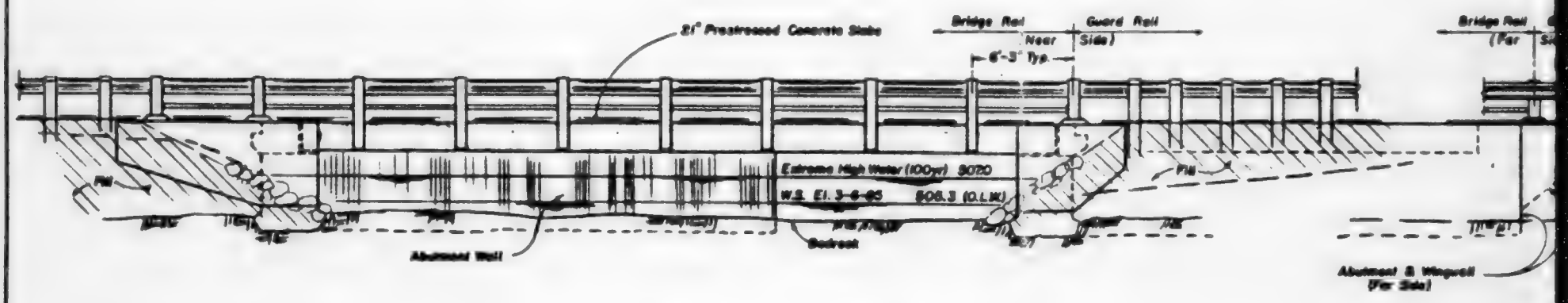
PUDDING RIVER BRIDGE SECTION
COUNTY RD. 767 (119th AVE)
MARION COUNTY

Des. MAK Dr. DRAWNOFF Appd.	Date 2-85 Drawn MAKS	SCALE Hor. 1"=50' Ver. 1"=5'	Sheet 1 of 1



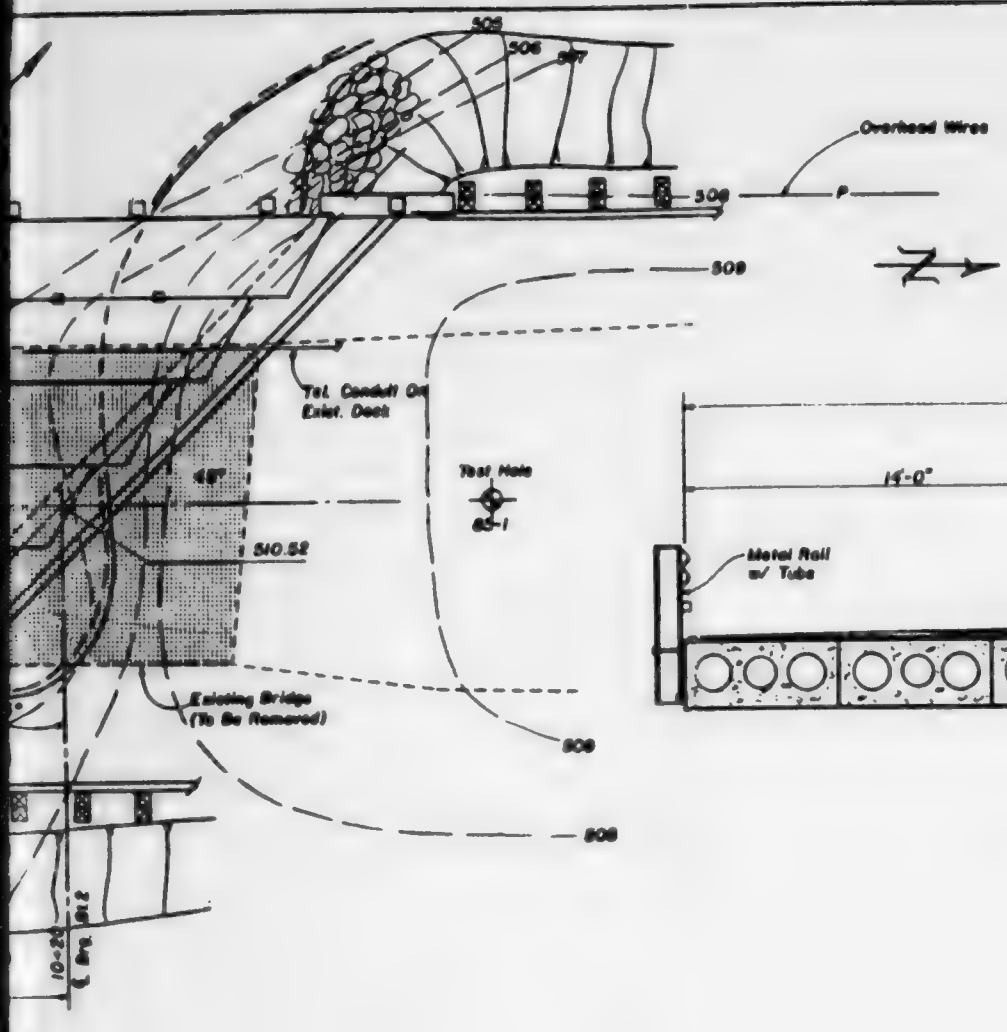
PLAN

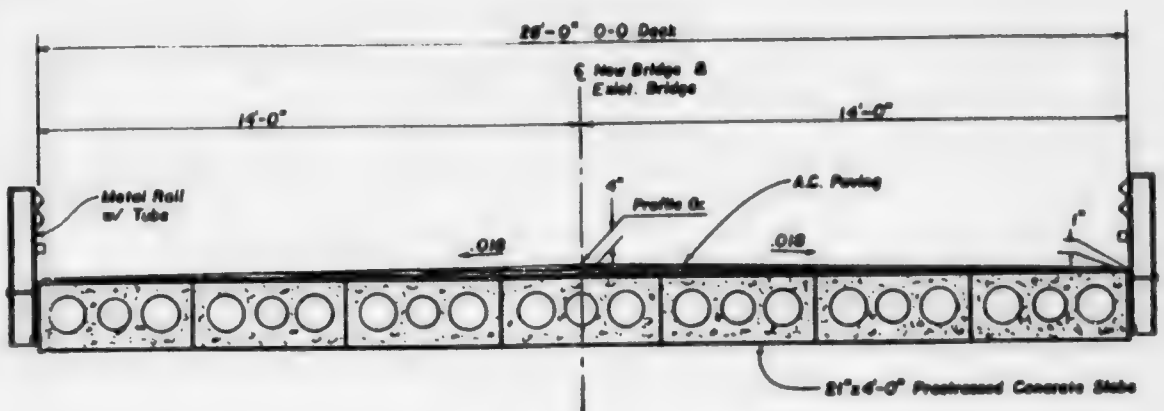
1" = 5'-0"



ELEVATION

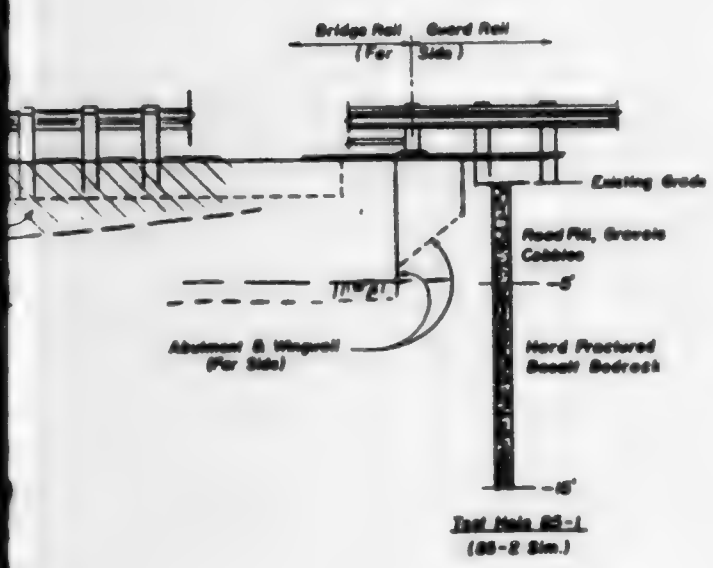
1" = 5'-0"

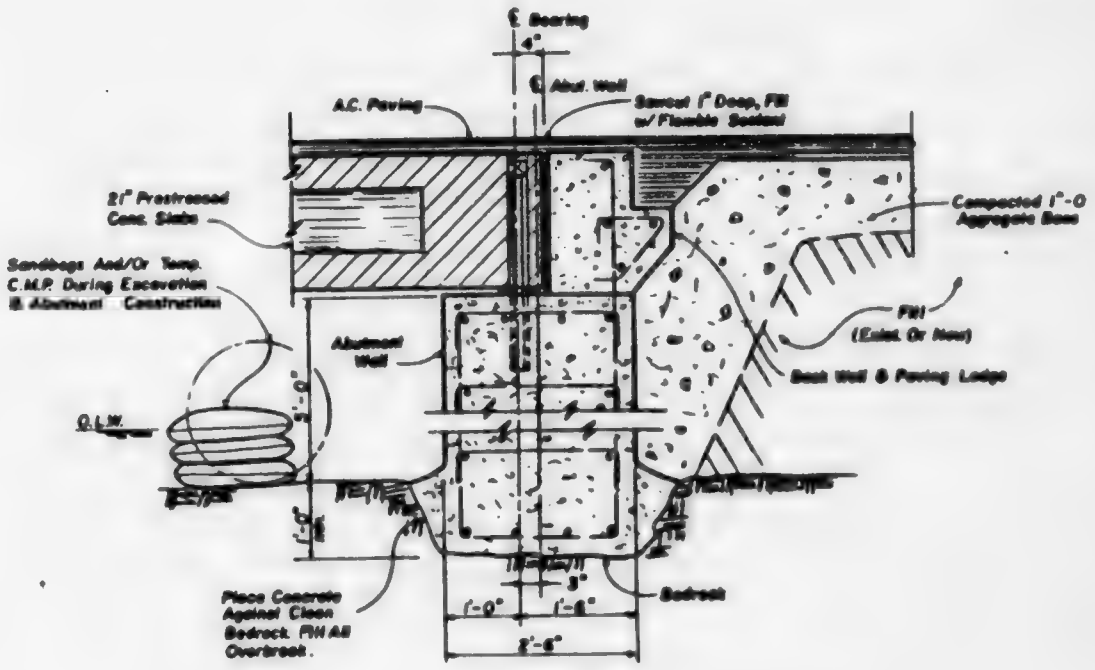




DECK SECTION

3/8"=1'-0"





TYPICAL BENT SECTION

3/4"=1'-0"

BRIDGE No. 47C64A

MARION COUNTY DEPARTMENT OF PUBLIC WORKS
SALEM, OREGON

PUDDING RIVER BRIDGE SECTION
COUNTY RD. 767 (110th AVE)
MARION COUNTY

Des. M.A.W. Dr. M.A.W./M.G.T. Appd.	Date 2-86 Datum M.S.L.D.	SCALE AS NOTED	Sheet 3 of 3

PRELIMINARY

PLATE 3

Page ___ of ___

OREGON STATE HIGHWAY DIVISION

SOILS AND GEOLOGICAL EXPLORATION LOG

Project 119th St Pudding River BR — Date 3-7-85

Highway Marion County Sub — Prefix 624-8209-926

Purpose of Work BR Foundation — County Marion — Bridge No. ___

Station 12' from North BR End ℄ — Ground Elev. ___ — Tube Elev. ___

Engineer ___ — Depth to Free Water ___ — Water Level at Completion 5'

Driller Prodzinski — Water Level @ 24 Hr. ___ — Open Hole Depth ___

Recorder Same — Equipment B 40 MoBile

Tests: "N" – Standard Penetration, No. ___ — Auger Depth ___ ft. ___

"M" – Oregon Miniature Pile, No. ___ — Casing Depth ___ ft. ___

"C" – Core, Barrel Type No. C1, C2, C3 — Open Depth ___ ft. ___

"U" – Shelby Tube, Size No. ___ — Total Depth 15'

Sample Data Sheet No. ___ — Test ___ — Hole No. 85-1

SAMPLE Type No.	SAMPLE Depth	Driving Resistance Blows/x in.	Measured Recovery	% Recovery	% Natural Moisture	Hardness	Particle Size, Jointing	R. Q. D.	Graphic Log	MATERIAL DESCRIPTION Depth	Color / Plasticity / Consistency / Organic Content	Wet–Dry / Jointed–Broken / Angular–Rounded / Sample Lab. No. / LL–PI, etc.
C1	0'-5'		4"							H.Q. Core 0'-5' Road Fill Material - Large Gravels Cobbles		
C2	5'-10'		5'							H.Q. Core 5'-10' In Place Hard Fractured Basalt Rock		
C3	10'-15'		5'							H.Q. Core 10'-15' Same As Above Core Run Hard Basalt Rock		
										15' End of Hole		

FORM 734-3973 Rev. 3/79

SHEET 1

OREGON STATE HIGHWAY DIVISION

SOILS AND GEOLOGICAL EXPLORATION LOG

Project 119th St PUDDING River BK Date 3-8-85

Highway Marion County Sec Prefix 624-8209-926

Purpose of Work BK Foundation County Marion Bridge No. ___

Station 9' from South BK End ℄ Ground Elev. ___ Tube Elev. ___

Engineer ___ Depth to Free Water ___ Water Level at Completion 5'

Driller Rodzinski Water Level @ 24 Hr. ___ Open Hole Depth ___

Recorder Sams Equipment B 40 Mobile

Tests: "N" – Standard Penetration, No. ___ Auger Depth ___ ft. ___

"M" – Oregon Miniature Pile, No. ___ Casing Depth ___ ft. ___

"C" – Core, Barrel Type No. C1, C2, C3 Open Depth ___ ft. ___

"U" – Shelby Tube, Size No. ___ Total Depth ___

Sample Data Sheet No. ___ Test ___ Hole No. 85-2

SAMPLE Type No.	SAMPLE Depth	Driving Resistance Blows/x in.	Measured Recovery	% Recovery	% Natural Moisture	Hardness	Particle Size, Jointing	R. Q. D.	Graphic Log	MATERIAL DESCRIPTION Depth	Color / Plasticity / Consistency / Organic Content	Wet–Dry / Jointed–Broken / Angular–Rounded / Sample Lab. No. / LL–P1, etc.
C1	0'-5'		12"							H.Q. CORE 0-5' ROAD FILL MATERIAL - GRAVELS - COBBLES		
C2	5'-10'		5'							H.Q. CORE 5'-10' IN PLACE BASALT ROCK FRACTURED VERY HARD		
C3	10'-15'		5'							H.Q. CORE 10'-15' SAME AS ABOVE CORE RUN HARD BASALT ROCK		
										15' END OF HOLE		

FORM 734-3973 Rev. 3/79

SHEET 2

APPENDIX B

HYDRAULICS EXHIBITS

Photographs	Plate 4
Region Map	Plate 5
Drainage Area Map	Plate 6
Discharge Graph	Plate 7
Stream Profile	Plate 8
Stream Cross-Sections	Plate 9

PUDDING RIVER, LOOKING UPSTREAM FROM
EXISTING BRIDGE

PUDDING RIVER, LOOKING DOWNSTREAM
FROM EXISTING BRIDGE

REGION 5

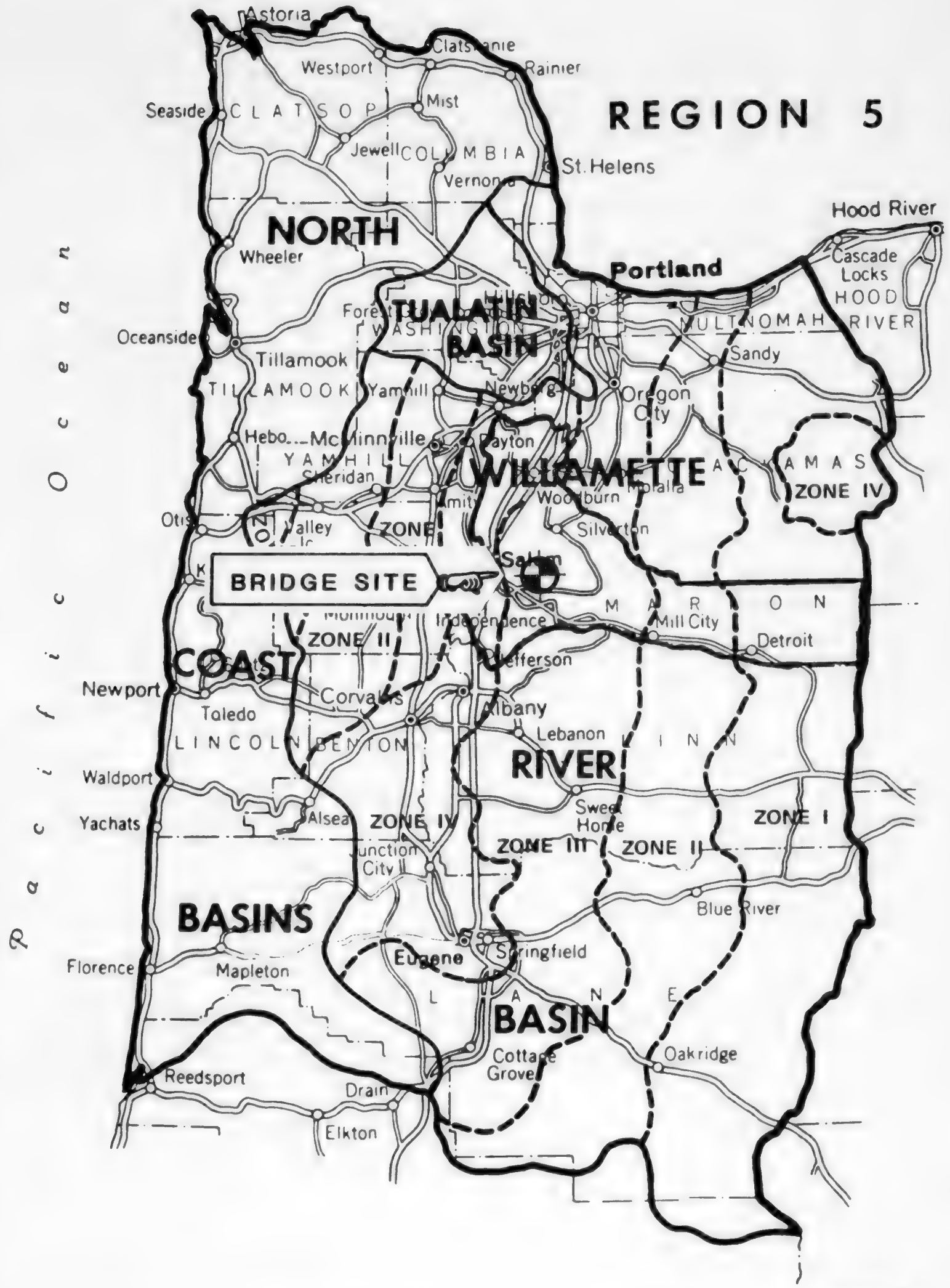
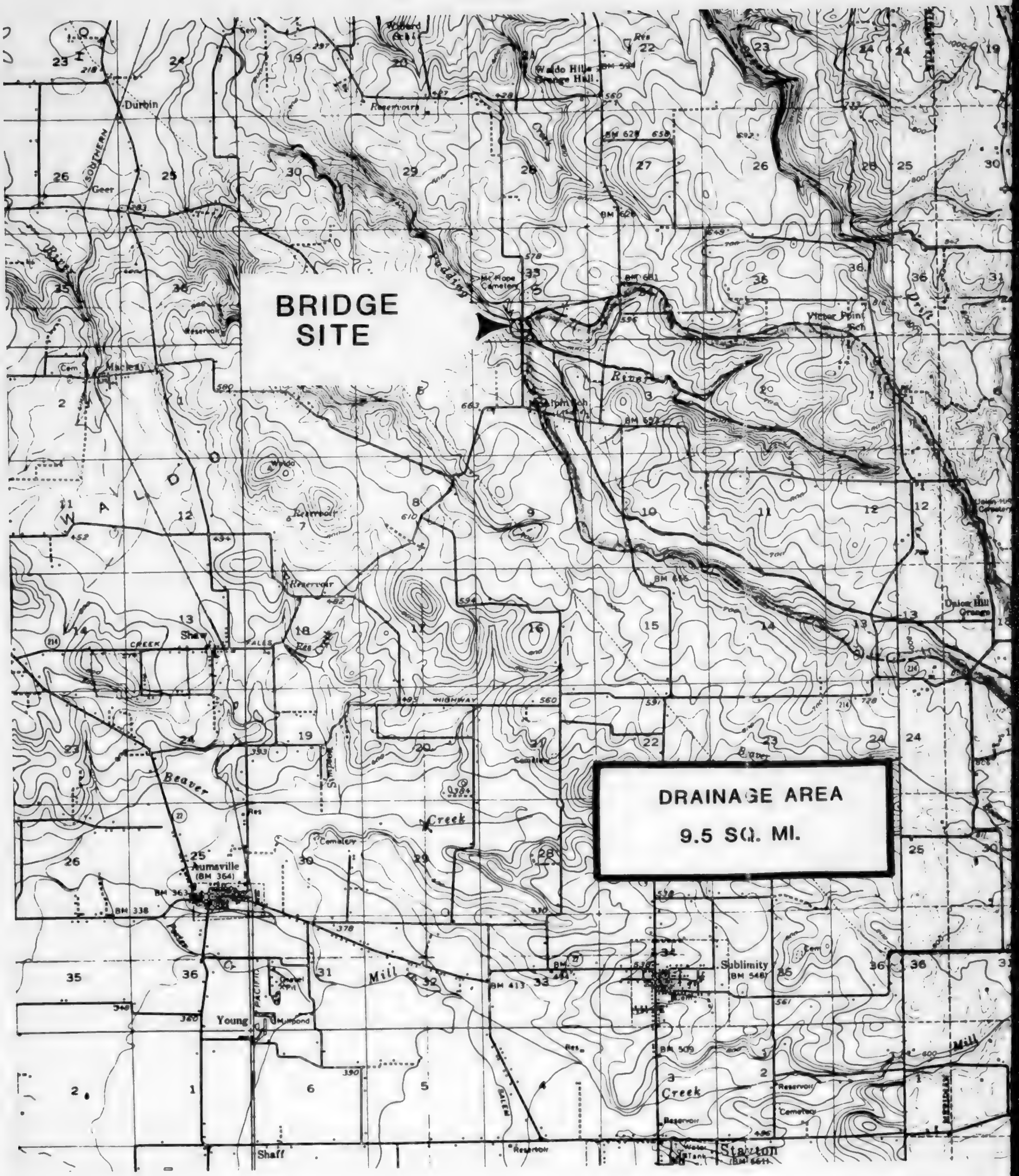


PLATE 5


BRIDGE SITE
DRAINAGE AREA
9.5 SQ. MI.
Durbin
Geer
Waldo Hills
Orange Hall
Reservoir
Paddigg
Mt Hope Cemetery
Weber Point Sch
Mackey
Waldo
Reservoir
Shaw
Creek
Falls
Highway
Beaver
Creek
Aumsville
(BM 364)
Cemetery
Mill
Creek
Young
Pacific
Shaff
Salem
Sublimity
(BM 548)
Stayton
(BM 561)
Union Hill
Cemetery
Mill
Creek
Reservoir
Cemetery

DRAINAGE AREA MAP

BRIDGE #47C64

Scale: 1:62,500

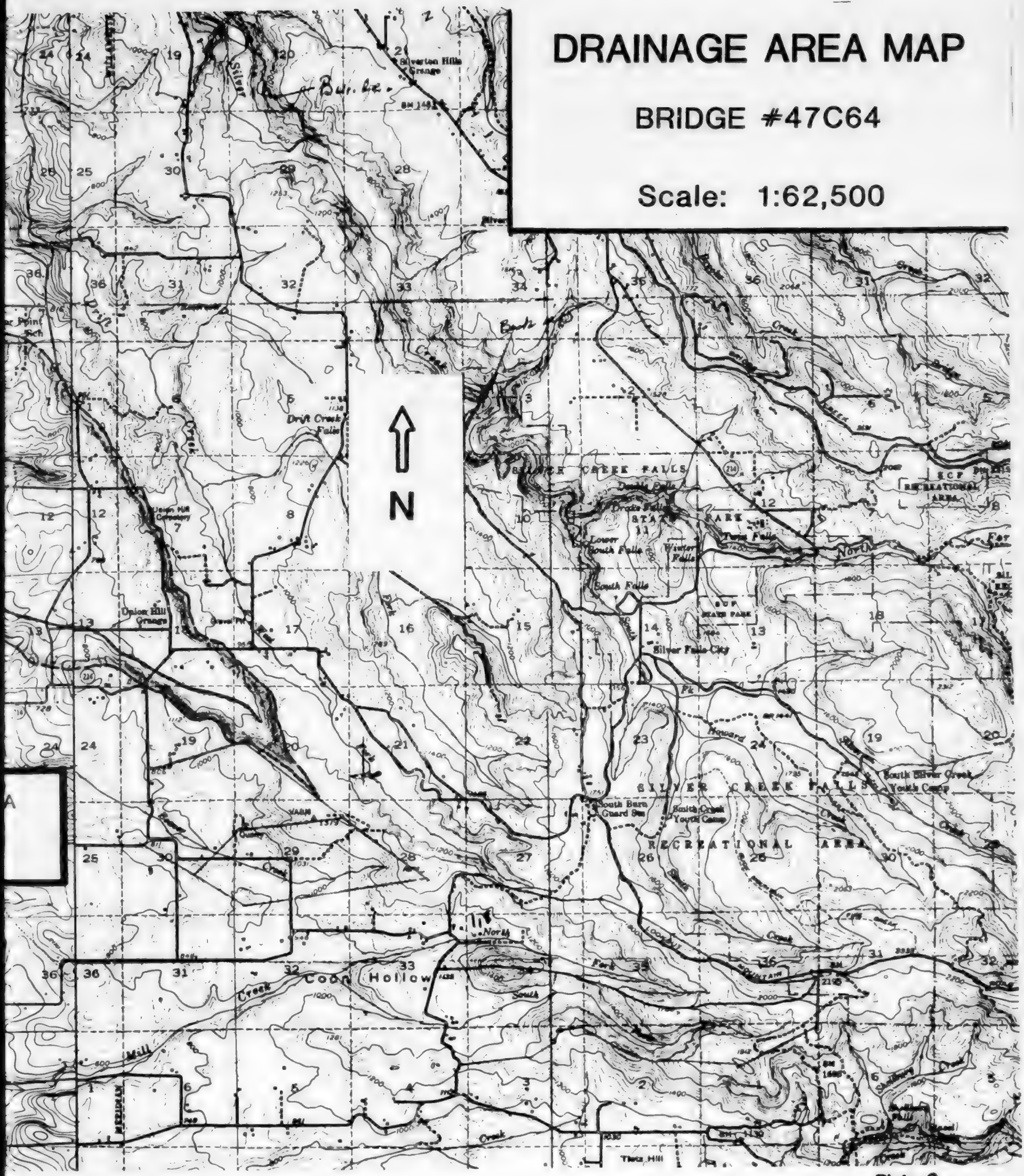
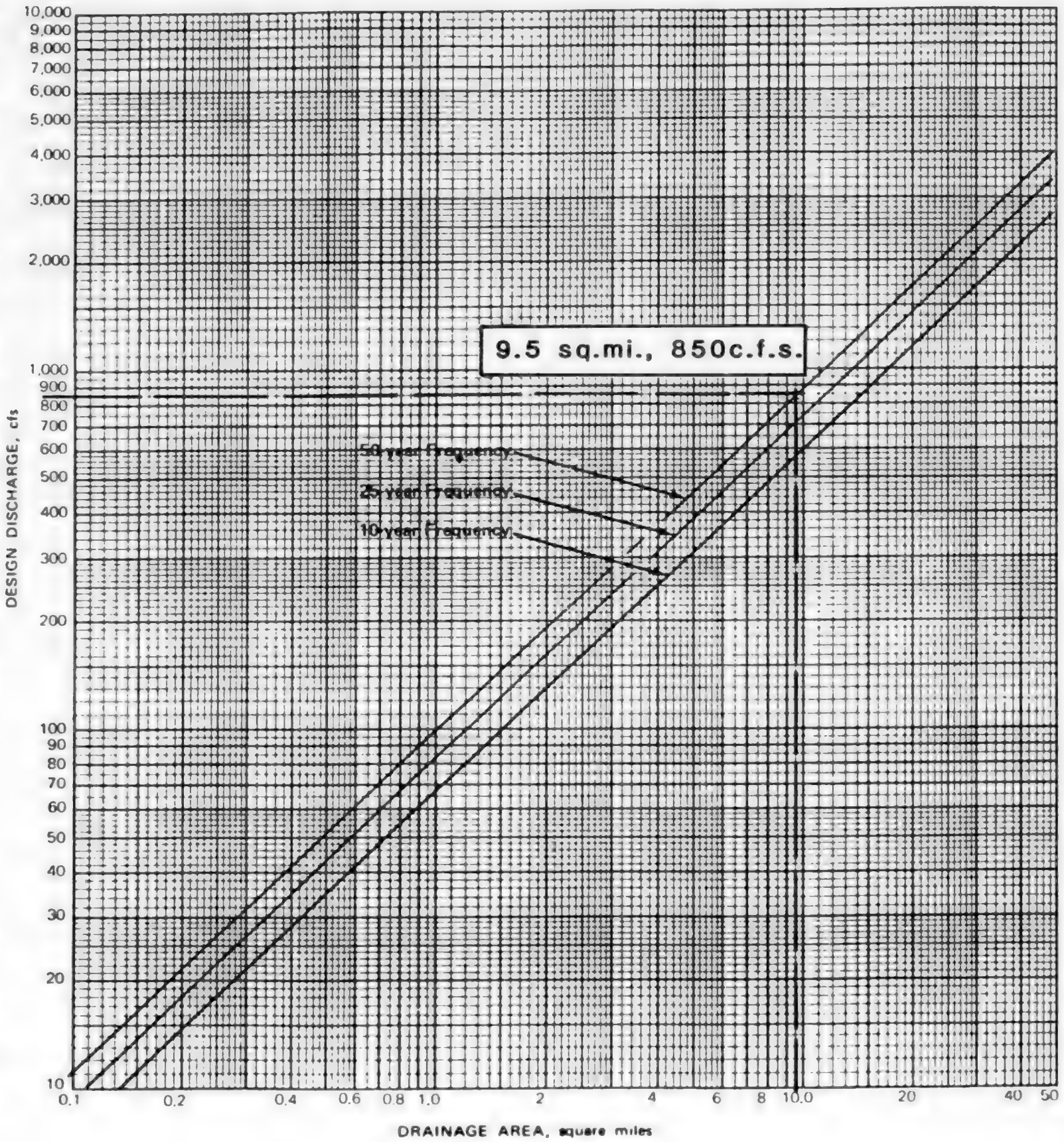


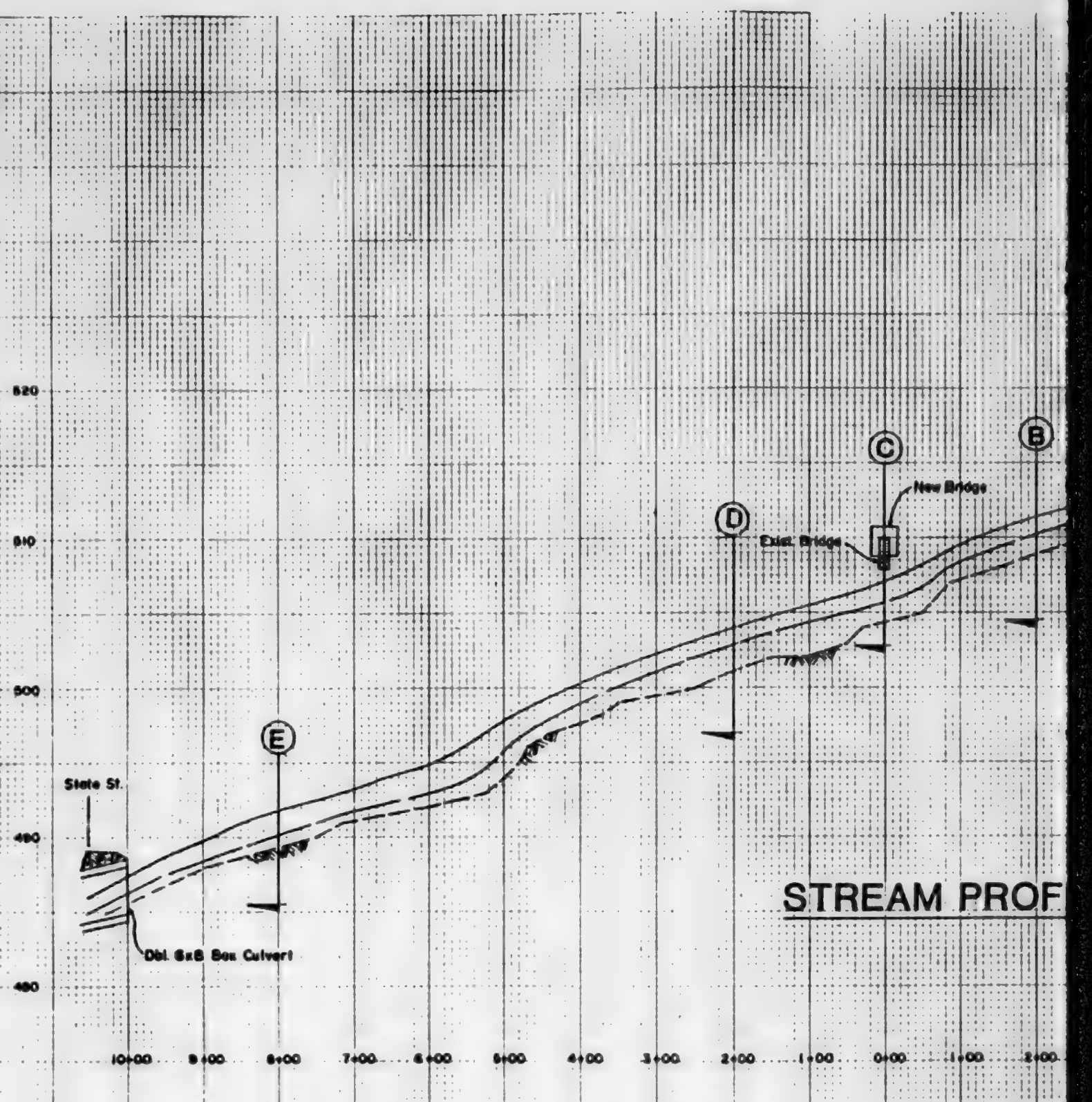
Plate 6

WILLAMETTE RIVER BASIN
ZONE 4



NO. 47C64

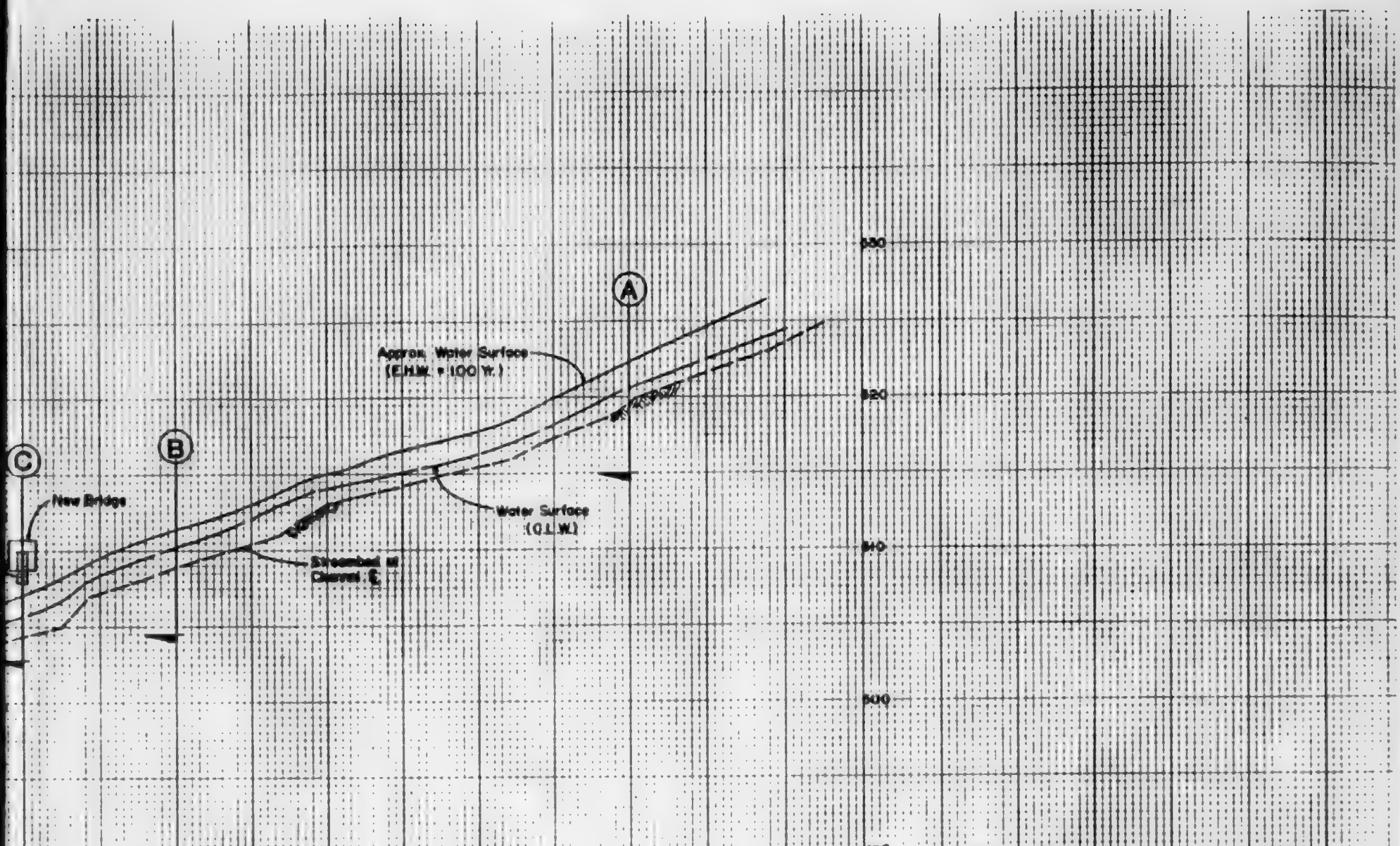
PLATE 7



STREAM PROF

Scales: horiz. 1"=100'
vert. 1"=8'

PUDDING RIVER AT 119TH

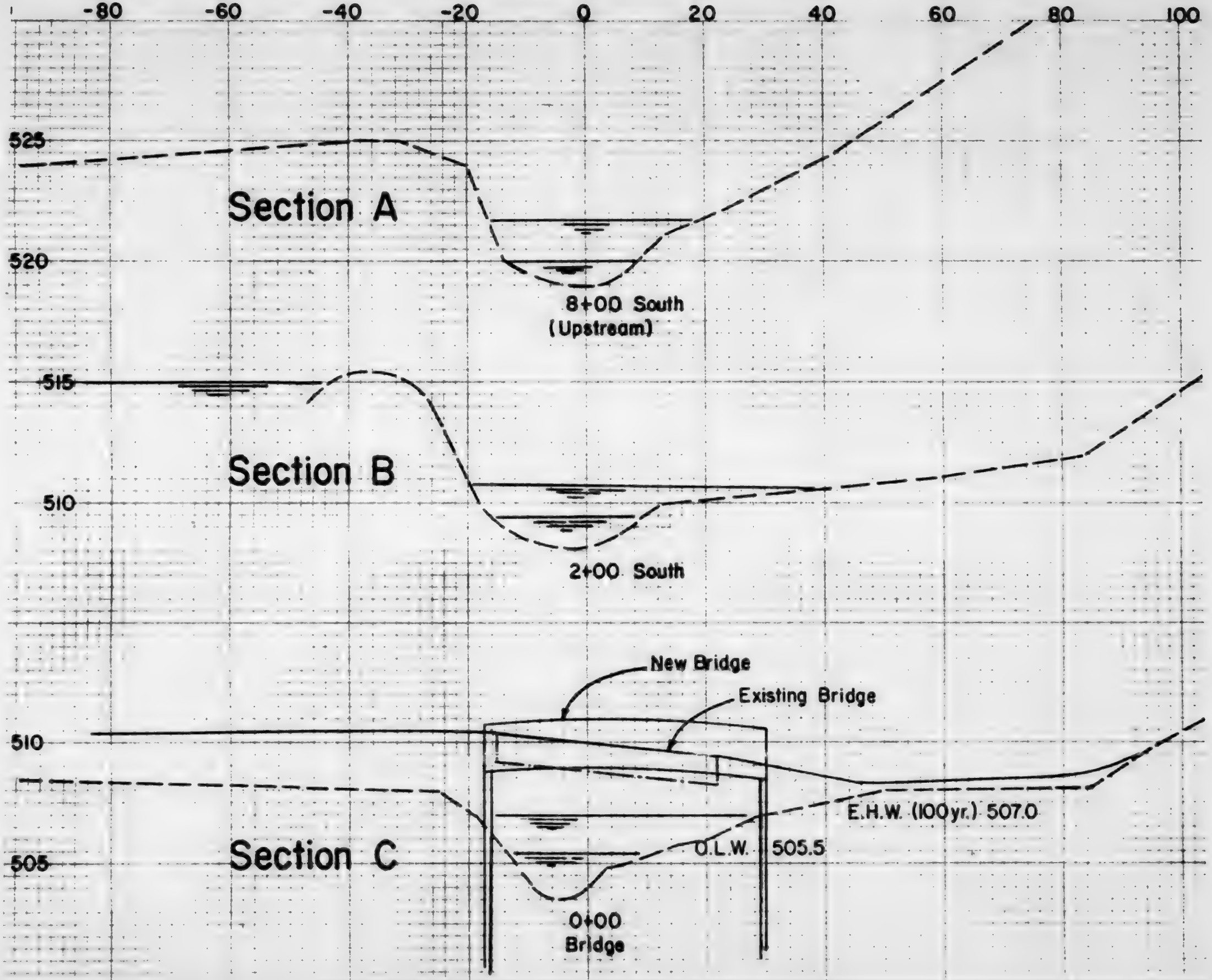


EAM PROFILE

AT 119TH AVE. BRIDGE

K-E 3-K

Plate 8


-80
-60
-40
-20
0
20
40
60
80
100
525
Section A
520
8+00 South
(Upstream)
515
Section B
510
2+00 South
New Bridge
Existing Bridge
510
E.H.W. (100yr.) 507.0
O.L.W. 505.5
505
Section C
0+00
Bridge

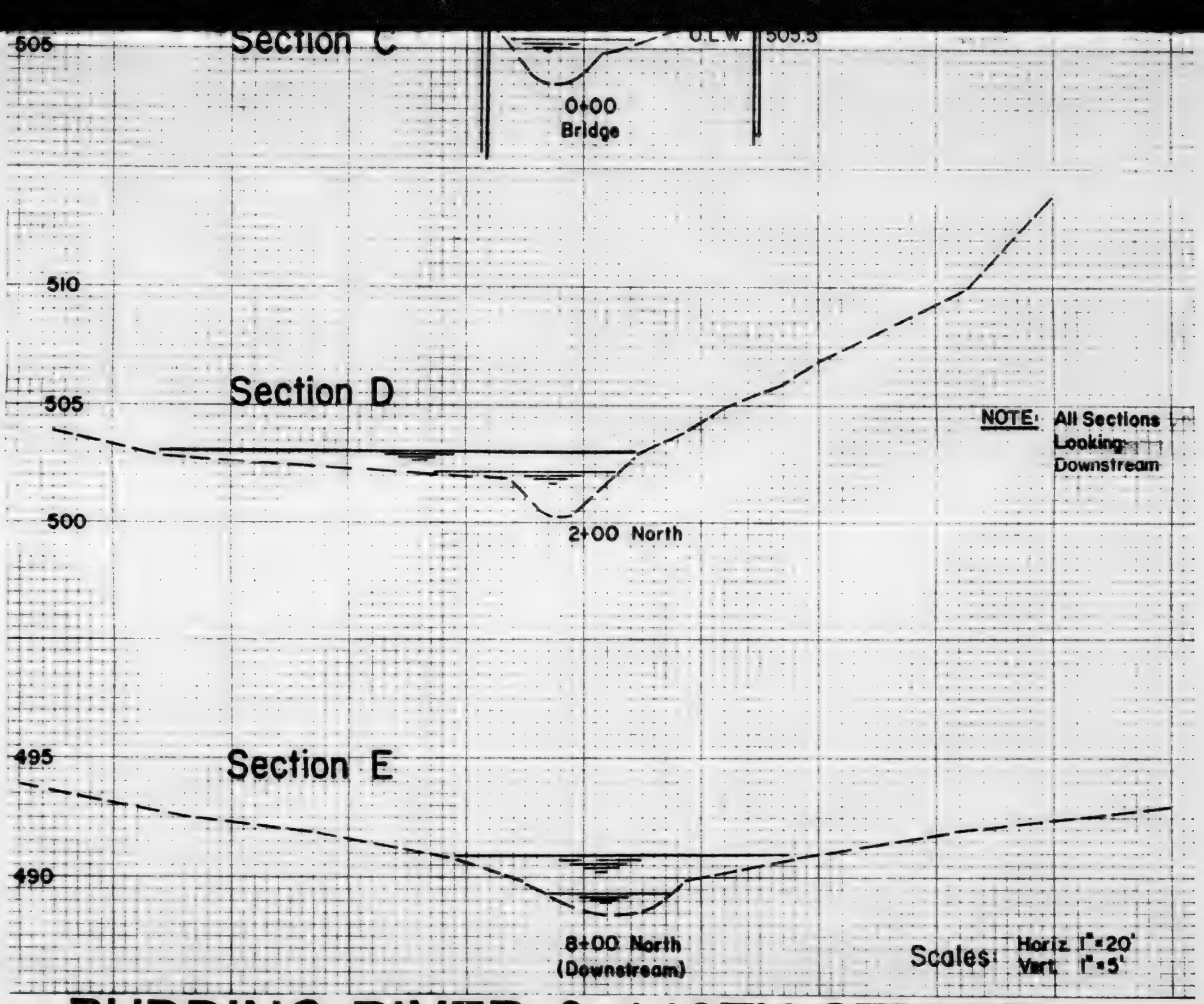


Plate 9

PUDDING RIVER & 119TH STREET

CROSS SECTIONS

10/21 3-1-85 BROS-2400(3)
CON 19-1

2/3

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

STATE CLEARINGHOUSE REVIEW ADDENDUM

APPLICANT: ODOT

PROJECT TITLE: Pudding River (119th Ave.) Bridge Section

PROJECT NUMBER: OR850116-018-2

DATE: 3/1/85

The State Clearinghouse has received additional comments from

Fish & Wildlife

subsequent to our conclusion letter of _____.

Please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

(X) Please consider this letter and enclosure(s) an addendum to our previous letter.

( ) The Clearinghouse is forwarding a copy of this letter and enclosure to the federal funding agency.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

IPR #10

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

INTERGOVERNMENTAL RELATIONS
FEB 28 1985

Marion County

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

STATE AGENCY REVIEW

Project Number OR 850116-018-2 Return Date FEB 22 1985

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section.)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section.)

(X) Additional comments for project improvement. (Attach if necessary.)

REMARKS (Please type or print legibly)

Agency Fish & Wildlife By Larry Faust

IPR #2 Phone Number 229-5879

Oregon Department of Fish and Wildlife
Comments: OR 850116-018-2

The Oregon Department of Fish and Wildlife has no objection to the Pudding River Bridge Project in Marion County providing the following conditions are observed during construction:

1. Work confined to low flow period.

2. Adequate measures are taken to minimize turbidities which could arise during construction.

3. No pollutants of any type are allowed to enter the waterway (petroleum products, fresh concrete, silt).

4. Soils disturbed by the project are stabilized and revegetated.

5. All project debris is removed from the stream.

6. Please coordinate the planning and implementation with our District Fish Biologist:

Joe Wetherbee
ODFW
3567 Pringle Rd. S.E.
Salem, OR 97365
378-6925

CON 19-1
Pudding

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

C O N C L U S I O N S

APPLICANT: ODOT

PROJECT TITLE: PUDDING RIVER (119th AVENUE) BRIDGE SECTION

DATE: FEBRUARY 26, 1985 MARION COUNTY

The State of Oregon (and local clearinghouses if listed) has reviewed your project and reached the following conclusions:

Mid Willamette Valley Council of Governments

[X] **No significant conflict with the plans, policies or programs of state or local government have been identified.**

[X] **Relevant comments of state agencies and/or local governments are attached and should be considered in the final design of your proposal.**

[ ] **Potential conflicts with the plans and programs of state and/or local government:**

- [ ] may exist.
- [ ] have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations are attached.
- [ ] have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

FEDERAL CATALOG # 20.205

NOTICE TO FEDERAL AGENCY

THE FOLLOWING IS THE OFFICIALLY ASSIGNED STATE IDENTIFIER NUMBER:

OR 850116-018-2

Dolores Streeter
Clearinghouse Coordinator

R:N
0 4

IPR #3
cc:20.205

- 10,121

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 2

2960 STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

February 12, 1985

In Reply Refer To
File No.:

Bob Hansen
Director of Public Works
300 Senator Building
220 High Street NE
Salem, Oregon 97301

Pudding River (119th Avenue) Bridge

This is to advise you the Oregon Department of Transportation has received authorization from the Federal Highway Adminstration for preliminary engineering on the subject project effective January 25, 1985.

County forces may proceed with the work. Enclosed for your information are forms PR 1240, Federal Authorization, and 734-1914, Survey Authority. Note that $6,000 has been designated for County expenditure. If it appears you will overrun this amount, please request additional funds be fore overrunning. Prior approval is mandatory for reimbursement.

Mr. Don Jordan, Region Liaison Specialist, will be your contact for the State Highway Division. Your billings for work performed should be submitted to Mr. Jordan for approval processing. If you have questions, he may be reached at 378-2626.

R

Richard T. Sjolander
Region Federal Aid Specialist

RTS/jrp

Enclosures

cc: L.P.U
Don Jordan
File

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
FEB 13 1985
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

734-1867 (3-84)

CON 19-1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	2. STATE PROJECT NO.
BROS-2400(3)	See Below

3. FROM	4. PROGRAM NO.	5. ITEM NO.	2A. COUNTY NAME
Dale E. Wilken, Division Administrator FHWA - Oregon Division		50185	Marion

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1/25/85	Non Federal-aid	County Road

10. GENERAL LOCATION:

Pudding River (119th Avenue) Bridge #47C64-767-00000

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including archeological salvage & utility preparatory work TEC $25,100; FF $20,080
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 1/21/85 subject to FHWA field review.

RECEIVED
STATE HWY ENGR
JAN 29 '85
REFER TO
Potter
FOR

Info	Instr	R/D	D/R	Sign	Apl	File

Orig. to 1/30

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/28/85	D. K. Hoffmeister	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Marion Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02774

SECTION: Pudding River (119th Ave.) Bridge

REGION: 2

C&R. SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 224-1911

DATE:

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		6,000	918 LOCATION		200	935 SOILS		1,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		300
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		1,500	921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		1,000	950 TRAINING		
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		5,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		800	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		300	932 RAILROAD & UTILITIES		100			
						TOTALS	$	$ 25,100
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: BROS-2400(3)

LOCATION ENGINEER'S REMARKS

1 LDE
4 FDE
1 LE
4 SE
3 [illegible]
2 PDE
LTE
GTE

RECEIVED
FEB 11 1985
ROAD DESIGN SECTION

BPC
FDS
CA
Copy All
Return To
B/U

4 FPC JRM

APPROVED BY St. Hwy. Engr. 5/7/84

PREPARED BY: D	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X	DATE
RECOMMENDED, REGION ENGINEER: X by [illegible]	DATE: 11-28-84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X	DATE
RECOMMENDED, LOCATION ENGINEER: X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE: 1/25/85	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02774

SECTION: Pudding River (119th Ave.) Bridge

REGION: 2

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM	TO	LENGTH
CR767				0.01

☐ URBAN ☒ RURAL

CITY:

COUNTY: Marion

ROAD/STREET NAME: 119th Avenue S.E.

ROUTE #:

FEDERAL AID #:

APPLICANT (IF OTHER THAN STATE): Marion County

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$ 19
RIGHT OF WAY		$ 5
ROADWAY	$ 22	
STRUCTURES	$ 106 ~~120~~	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 2	
Remove Exist Str.	$ 5	
40% ENGINEERING & CONTINGENCIES	$ 58	
TOTAL CONSTRUCTION		$ 202
TOTAL ESTIMATE		$ 226

PROJECT DATA

GRADING	(✓)	X
PAVING	(✓)	X
STRUCTURES	(✓)	X
SIGNING	(✓)	X
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	5

RIGHT OF WAY

FILES	(#)	4
ACRES	(#)	0.1
RELOCATIONS	(#)	0

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	A
CONSTRUCTION ENGINEERING	(S,C,A)	A
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	A

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/PROGRAMMING

RECOMMENDED LETTING DATE (QUARTER/YEAR): 4 / 85

RECOMMENDED FUNDING SOURCE: HBR-05

RECOMMENDED PROGRAM YEAR: 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	80	128
YEAR OF AVERAGE DAILY TRAFFIC	1983	2000

DEFINE THE PROBLEM

Existing structure has deteriorated to a sufficiency rating of 21.2.

PROPOSED SOLUTION

Replace structure with modern reinforced concrete bridge.

REQUESTED, REGION ENGINEER: X by Philip O. Gale — DATE: 11-28-84

APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X — DATE:

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X — DATE: — TRANSP. COMM. APPROVAL DATE: — PROGRAM YEAR: — FUNDING:

PROJE PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02774

SECTION

Pudding River (119th Ave.) Bridge

REGION 2

PROJECT JUSTIFICATION

Deterioration of existing bridge has reached the point where maintenance is estensive and costly. Present sufficiency rating of the bridge is 21.2.

ADMINISTRATION RECOMMENDATION

PROJE PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02774

SECTION: Pudding River (119th Ave.) Bridge

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	A
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	A	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	A	CULTURAL RESOURCE	A
RECONNAISSANCE SURVEY	A	DETOUR	A	BORROW SOURCE	A	CORPS OF ENGINEERS	A	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	A	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	A
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	A	STATE LANDS	A	SECTION 106	A
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	A
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	A	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	A	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) / NEW (#)	
RIGHT-OF-WAY						UTILITIES	2	(LIST BELOW)	

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
4			

COMPANIES
P. N.B.
P.G.E.

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	55	DESIGN STANDARDS	AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING								7½'	0	7½'							
					4'			12'	0	12'			4'				
PROPOSED																	

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	75	32	106,000 ~~120,000~~	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Bob Pahl
Location Engineer
Date 1-4-85

734-1912 (7-82)

PROJEC PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02774

SECTION: PUDDING RIVER (119TH AVENUE) BRIDGE 47C64

REGION: 2

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of approximately 0.1 acre of additional right-of-way, involving 4 files. The property is undeveloped.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

During construction the road will be closed at the bridge. This will result in a 4 mile detour for 6 homes. The decision was made by Marion County.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Widening the bridge and the approach road will displace some riparian vegetation bordering the stream. The Pudding River itself will not be impacted as in-channel work will be minor, if needed at all.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project requires very little additional right-of-way and impacts are minor.

OTHER DOCUMENTATION

The following permits and documents maybe required: Conditional Use, Flood Plain, Corps of Engineers, State Lands, DEQ Non Point Source Water, and a noise study.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Rick Siolander	378-2626	JAN 02 1985

Central Howell
Pratum
Geer
WALDO HILLS
Macleay
SHAW
JORDAN
FALLS
PROPOSED PROJECT
HOWELL PRAIRIE S.P.
SOUTHERN PACIFIC
HOWELL PRAIRIE RD. S.E.
SUNNYVIEW
EVERGREEN
EVERGREEN SCHOOL
EVERGREEN WAYSIDE
APOSTOLIC CEM.
CAMPBELL RES.
CANYON VIEW CAMPGROUND
EGAN RD. N.E.
LORENCE RES
WALDO HILLS COMM. HALL
PRATUM CEM.
DALEVIEW CEMETERY
MT HOPE CEM.
DICKENS CEM.
KINZEY CEM.
AUMSVILLE CEM.
LONE FIR CEM.
GLOVER CEM.
WALDO LAKE
FLYING E AIRPORT
SILVER FALLS
VICTOR POINT SCHOOLS
HERON RD.
KAUFMAN RD. N.E.
SPRINGS DR. N.E.
FINLAY RD.
EDISON RD.
LORENCE RD. N.E.
MASCHER RD. N.E.
DELPHINIUM PL.
CONIFER ST. N.E.
GOODKNECHT ROAD N.E.
RICHES RD.
DOERFLER RD.
KUENZI WAY S.E.
DESCHUTES ST. S.E.
EDMUNSON DR. S.E.
HILLS DR.
SIMPSON RD. S.E.
SHERMAN RD. S.E.
ANDERSON RD. S.E.
CASCADE
HIBBARD
DESART
BRUSH
SANRODEE DR.
ALASKA ST.
RANAY DR.
JOEL CT.
WARNER DR.
DARLING ST. S.E.
PUDDING CR. DR.
HARPOLE ST. S.E.
BURTON PL.
GALE ST.
MOSIER ST.
NATHAN ST.
OLNEY ST. S.E.
DUMORE DR.
WAGNER CT.
FRIENDLY ACRES RD.
KEENE LN.
HAYS LN.
BROWNELL
GORDON LN.
BISHOP RD. S.E.
ALBUS
STEINKAMP RD
JAMES WAY DR.
DITTER DR. S.E.
IRSH GLEN LN.
BARBARA LN.
SCHMIDT RD. S.E.
TREE HAVEN RD. S.E.
McELHANEY RD. S.E.
JAKES HILL RD. S.E.
BOBRAY DR. S.E.
TRIUMPH
HOBSON
TERRANCE
PORTER
MILL
BABCOCK ST.
DON RD. N.E.
MR 21
MR 22
MR 23
MR 28
MR 34
MR 42
MR 42A
MR 42B
MR 44
MR 46
MR 79
MR 88
MR 89
FAS A581
FAS A579
FAS A576
FAS 136
FAS A583
STATE
Pudding River
Beaver Creek
Fork Pudding River
Victor Creek
Point Creek
Drift Creek
Santiam River
Porter Creek
Cr.
69TH AVE. N.E.
76TH AVE. N.E.
78TH AVE. N.E.
81ST AVE. N.E.
82ND AVE. N.E.
88TH AVE. N.E.
95TH AVE. N.E.
105TH AVE. N.E.
117TH AVE. N.E.
119TH AVE. S.E.
74TH AVE. S.E.
75TH AVE. S.E.
78TH AVE. S.E.
81ST AVE. S.E.
82ND AVE. S.E.
93RD AVE. S.E.
71ST AVE. S.E.
72ND AVE.
70TH AVE. S.E.
733
734
735
742 ENCLID ST.
742 PRATUM AVE.
3424
752
754
753
755
755A
759
762
763
764
767
768
768A
769
747
748
751
751A
7531
7478
7479
3097
3008
3098
3489
3417
3246
8296
8366
8313
8314
8331
8347
8336
8335
8326
850
850A
858
858B
854
855
851
865
866
867
867A
874
874A
871
871C
869
864
864A
863
3203
3718
8346
8364
28A
36
31
6
1
B1
D
F
G2
H7

CON 19-1
Pudding
#2

January 25, 1985

Marion County Board of Commissioners
Courthouse
Salem, OR 97301

AGR 4-2

Attention: Al Davidson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the Pudding River (119th Avenue) Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

10,121

January 23, 1985

PRO

Robert Hansen
Director of Public Works
Marion County
Senator Bldg., 220 Highway Street N.E.
Salem, OR 97301

Subject: Pudding River (119th Ave.) Bridge #47C04
Project No. BROS-2400(3)
Marion County

We have submitted a program for preliminary engineering to the Federal Highway Administration for the subject project.

As described in our Agreement No. 8348, the County should submit an advance deposit for its share of the preliminary engineering cost.

Estimated P.E. Cost	$22,300.00
Less Federal Funds (80%)	(17,840.00)
Less Deposit on Work to be Performed by County	(1,200.00)
County's Share of P.E. Cost	$ 3,260.00
COUNTY'S SHARE AND ADVANCE DEPOSIT	$ 3,300.00

Please submit your advance deposit in the amount of $3,300 so work may begin on your project. You may use one of the three options described in the attachments.

Very Truly Yours,

Gary A. Potter, Manager
Program Section

GAP:me
Attachment
cc: w/AD #85-05 Rick Sjolander, Region 2
Vern Skoog - Please return completed AD #85-05 when advance deposit is received.

10,121 1-21-85 MIKE S

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
Co. Rd., 8.0 mi. E. of Salem "Pudding Riv. (119th Ave.) Br. Sec."	117	50185	BROS-2400(3)	Non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 40'

Water Development None Recreation & Historical Areas None

County Marion Code 047 Imp. Code 09

A-95 Review:

State Cl. Ho. ..... Exempt___ Date Approved OR 850116-018-2 In Process

Dist. 3 Cl. Ho. ..... Exempt___ Date Approved_____ No Reply___

Project Environmental Class: FHWA Concurrence Dated 1-3-85

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 5 .

(2) Including Nat'l Br. Inventory #47C64-767 with SR 21-2.
In FY '85 AP in Exhibit "C".

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$25,100
(80%)	FF	$20,080
	STATE	$ ----
	County	$ 5,020

For PR-37:
Field Phase $
PS&E Phase $

REMARKS: Attached are Parts 1, 2 & 4 of the Project Prospectus & Project Map.

DDB:pf Key #02774

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
1-21-85	ORIGINAL SIGNED BY GARY A. POTTER Gary A. Potter	Manager, Program Section

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: January 14, 1985

To: Executive Department
Federal-Aid Coordination Unit
ORIGINAL SIGNED BY
GARY A. POTTER

Mid-Willamette Valley Council
of Governments
Attn: Clearinghouse Coordinator
400 Senator Bldg.
220 High St. N.E.
Salem, OR 97301

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 3
Section: Pudding River (119th Ave.) Bridge Section
Highway: 119th Avenue S.E.
County: Marion

In accordance with Presidential Executive Order 12372, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be March 1, 1985.

JLG:me
Attachments
bc: D.E. Wilken, FHWA
R.N. Bothman
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Cam Gilmour
W.J. Hart
Reg. 2: W.G. Anhorn
Dis. 3: John Gunter
Aeronautics Division
David Powers, Parks
J.L. Gaither

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation | 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: Transportation Building | 46] CITY [60: Salem | 76] ZIP [10: 97310

04 12] CONTACT PERSON [45: Gary Potter | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Pudding Riv. (119th Ave.) Bridge Section

11 12] PROJECT LOCATION—CITY: 119th Avenue S.E. | PROJECT LOCATION—COUNTY: Marion | PROJECT LOCATION [79: SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)
Replace narrow deteriorating bridge with modern concrete structure (see attached

06 12] [71: Part 3 of Project Prospectus and location map).

07 12] [71:

08 12] [71:

09 12] [71:

10 12] [71:

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
180,800		- - -	45,200		226,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45: | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79:

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Department of Transportation | 46] FEDERAL SUBAGENCY NAME [79: FHWA

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPLT GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: Jan. 14, 1985

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED: Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: March | 43] DAY [44: 1 | 45] YEAR [46: 1985

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Jan. 14, 1985*

VI. If project includes state funds (12C), identify agency - - -

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project, categorical exclusion, according to the 1978 environmental quality guidelines.

*Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02774

SECTION: PUDDING RIVER (119TH AVENUE) BRIDGE 47C64

REGION: 2

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of approximately 0.1 acre of additional right-of-way, involving 4 files. The property is undeveloped.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

During construction the road will be closed at the bridge. This will result in a 4 mile detour for 6 homes. The decision was made by Marion County.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Widening the bridge and the approach road will displace some riparian vegetation bordering the stream. The Pudding River itself will not be impacted as in-channel work will be minor, if needed at all.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

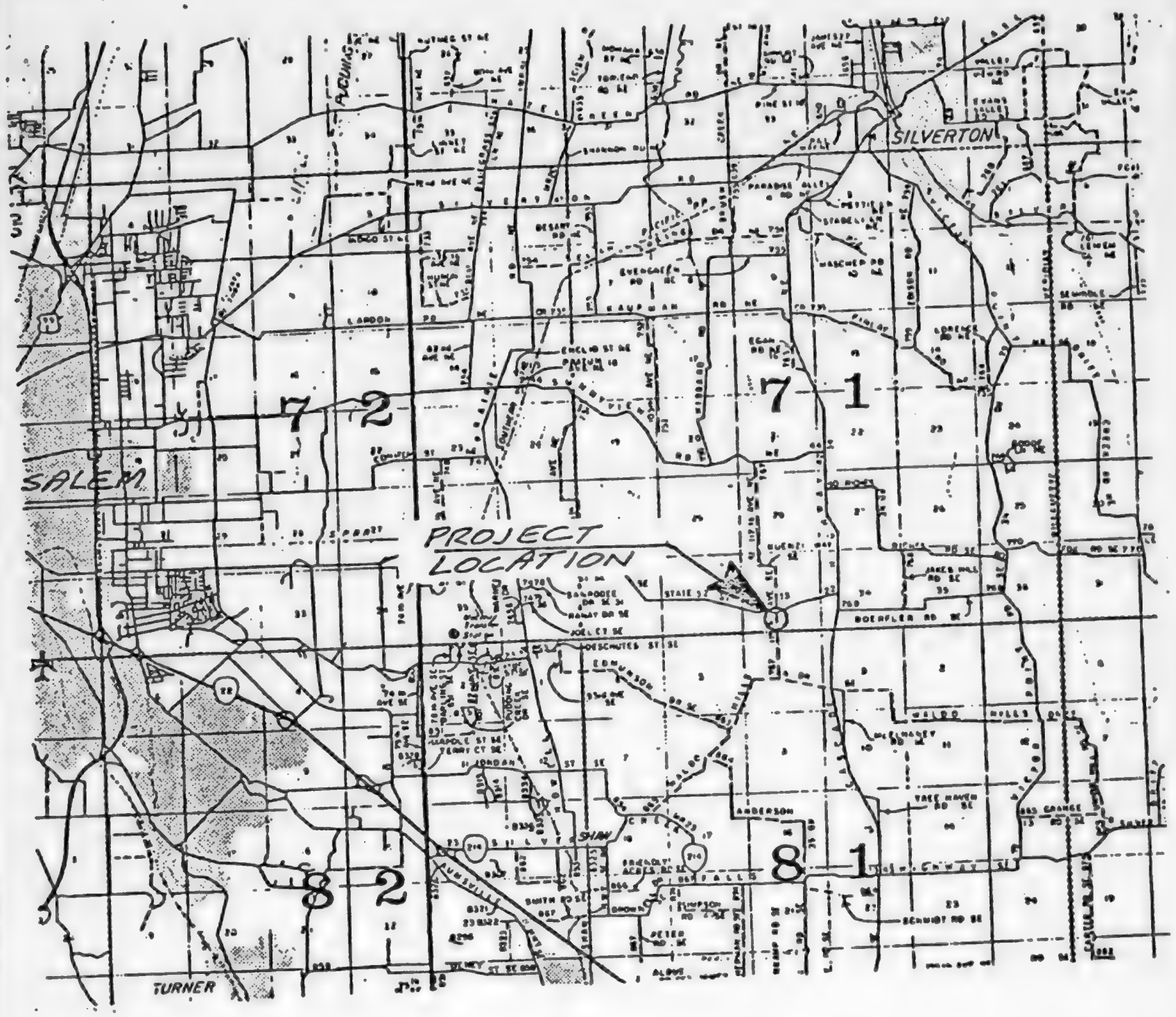
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project requires very little additional right-of-way and impacts are minor.

OTHER DOCUMENTATION

The following permits and documents maybe required: Conditional Use, Flood Plain, Corps of Engineers, State Lands, DEQ Non Point Source Water, and a noise study.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Rick Siolander	378-2626	JANUARY 3, 1985



NORTH

VICINITY MAP

MARION COUNTY, OREGON
DEPARTMENT OF PUBLIC WORKS

Project: BRIDGE NO. 47C64
CR 767

-0121

CON 19-1

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.:
ENV 3

December 20, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

RE: Project Environmental Classification Request
Pudding River (119th Ave.) Br. #47C64
119th Avenue S.E.
Marion County
BROS-2400(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

ENVIRONMENTAL SECTION
January 9, 1984

Campbell M. Gilmour, Manager
Environmental Section

CMG:dm

Attachments (4)

Rick R. Auell 1/31/85
For Division Administrator Date
Federal Highway Administration
Oregon Division

cc: J. B. Boyd (3)
D. O. Christensen(4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
Bob Pool
Local Programs Unit
Kit Leshk
Ron Noble
General Files
Bill Anhorn
Rick Sjolander
William Fretwell
John Gunter
Don Keyes (8)

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT E. RONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02774

SECTION: PUDDING RIVER (119TH AVENUE) BRIDGE 47C64

REGION: 2

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of approximately 0.1 acre of additional right-of-way, involving 4 files. The property is undeveloped.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

During construction the road will be closed at the bridge. This will result in a 4 mile detour for 6 homes. The decision was made by Marion County.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Widening the bridge and the approach road will displace some riparian vegetation bordering the stream. The Pudding River itself will not be impacted as in-channel work will be minor, if needed at all.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

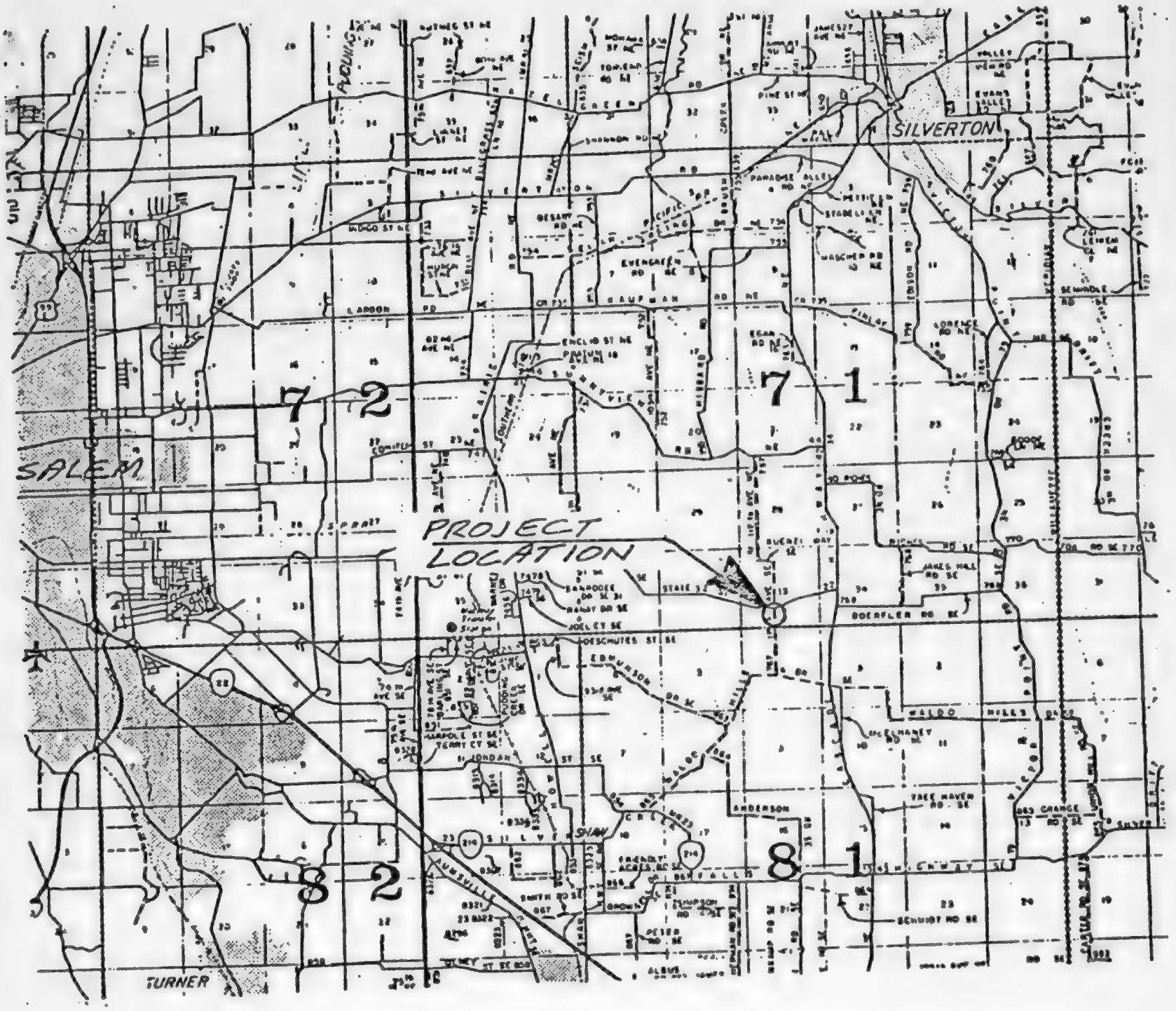
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project requires very little additional right-of-way and impacts are minor.

OTHER DOCUMENTATION

The following permits and documents maybe required: Conditional Use, Flood Plain, Corps of Engineers, State Lands, DEQ Non Point Source Water, and a noise study.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Rick Siolander	378-2626	JAN 03 198[illegible]



VICINITY MAP

MARION COUNTY, OREGON
DEPARTMENT OF PUBLIC WORKS

Project: BRIDGE NO. 47C64
CR 767

10,121 11-28-84

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02774

SECTION: Pudding River (119th Ave.) Bridge

REGION: 2

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM	TO	LENGTH
CR767				0.01

☐ URBAN ☒ RURAL | CITY | COUNTY: Marion | ROAD/STREET NAME: 119th Avenue S.E.

ROUTE # | FEDERAL AID # | APPLICANT (IF OTHER THAN STATE): Marion County

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 19	GRADING (✓)		X	FILES (#)	4
RIGHT OF WAY		$ 5	PAVING (✓)		X	ACRES (#)	0.1
ROADWAY	$ 22		STRUCTURES (✓)		X	RELOCATIONS (#)	0
STRUCTURES	$ 120		SIGNING (✓)		X	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)			PRELIMINARY ENGINEERING (S,C,A)	A
ILLUMINATION	$		ILLUMINATION (✓)			CONSTRUCTION ENGINEERING (S,C,A)	A
TEMPORARY PROTECTION	$ 2					RIGHT OF WAY DESCRIPTIONS (S,C,A)	A
	$		ENVIRONMENTAL CLASS (1,2,3)		2	RIGHT OF WAY ACQUISITIONS (S,C,A)	A
40% ENGINEERING & CONTINGENCIES	$ 58		DESIGN CATEGORY (1-7)		7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 202	WORK TYPE (1-12)		5	☒ CONTRACT ☐ OTHER ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	
TOTAL ESTIMATE		$ 226					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	4 / 85	HBR-OS	1985

RECOMMENDED PROGRAM REVISIONS

	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL				$
☐ POSTPONE ☐ CANCEL				$

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	80	128
YEAR OF AVERAGE DAILY TRAFFIC	1983	2000

DEFINE THE PROBLEM

Existing structure has deteriorated to a sufficiency rating of 21.2.

PROPOSED SOLUTION

Replace structure with modern reinforced concrete bridge.

REQUESTED, REGION ENGINEER: X by Phillip O. Seleen — DATE: 11-28-84

APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X — DATE:

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X — DATE: — TRANSP. COMM. APPROVAL DATE: — PROGRAM YEAR: — FUNDING:

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02774

SECTION: Pudding River (119th Ave.) Bridge

REGION: 2

PROJECT JUSTIFICATION

Deterioration of existing bridge has reached the point where maintenance is estensive and costly. Present sufficiency rating of the bridge is 21.2.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 – PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02774

SECTION: Pudding River (119th Ave.) Bridge

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	D	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	A
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	A	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	A	CULTURAL RESOURCE	A
RECONNAISSANCE SURVEY	A	DETOUR	A	BORROW SOURCE	A	CORPS OF ENGINEERS	A	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	A	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	A
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	A	STATE LANDS	A	SECTION 106	A
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	A
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	A	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	A	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	2	(LIST BELOW)	

COMPANIES
P. N.B.
P.G.E.

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
4			

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED 55	DESIGN STANDARDS AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING								7½'	0	7½'							
					4'			12'	0	12'			4'				
PROPOSED																	

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	75	32	120,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-92)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02774

SECTION: Pudding River (119th Ave.) Bridge

REGION: 2

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of approximately 0.1 acre of additional right-of-way, involving 4 files. The property is undeveloped.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

During construction the road will be closed at the bridge. This will result in a 4 mile detour for 6 homes. The decision was made by Marion County.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Widening the bridge and the approach road will displace some wetland vegetation. The Pudding River itself should not be impacted.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

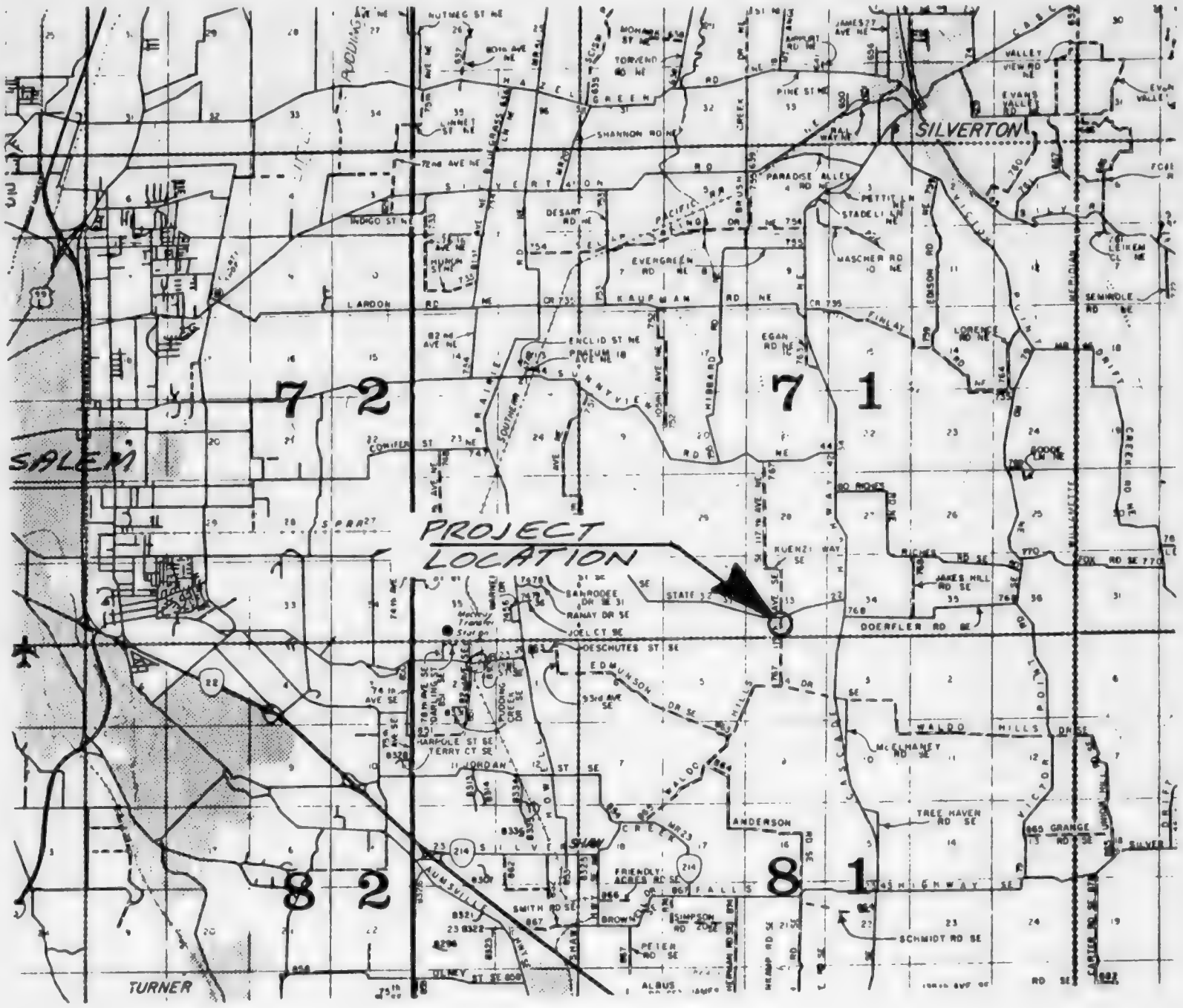
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project requires very little additional right of way. The impacts on the wetlands appear minor.

OTHER DOCUMENTATION

The following permits and documents maybe required: Conditional Use, Flood Plain, Corps of Engineers, State Lands, Wetlands, Cultural Resource, DEQ Non Point Source Water, Section 106. and a noise study.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X	378-2626	



VICINITY MAP

MARION COUNTY, OREGON DEPARTMENT OF PUBLIC WORKS
Project: BRIDGE NO. 47C64 CR 767
Date: 9-84

10,121

02774

STATE OF OREGON

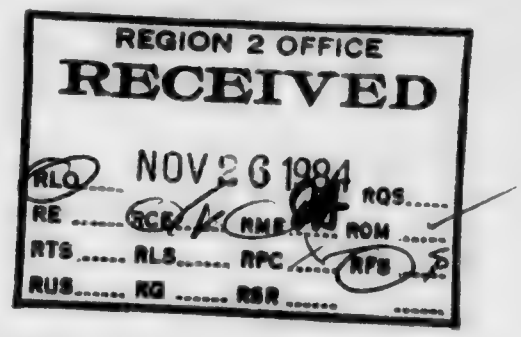
INTEROFFICE MEMO

TO: Memo to the File

DATE: November 21, 1984

FROM: Rick Sjolander
REGION 2 ENVIRONMENTALIST

SUBJECT: Pudding River (119th Ave.) Bridge
Marion County



After reviewing the proposed bridge project, I telephoned Mr. Willis G. Worcester, Senior Civil Engineer for Marion County, to inquire how the County intended to handle traffic during construction of the bridge. Mr. Worcester wanted to discuss this with other County officials before answering.

On November 16 Mr. Worcester returned my call and indicated that the County preferred to close 119th Avenue at the bridge. This will result in a four mile detour for six homes. Mr. Worcester feels that the benefit of reduced construction time outweighs the inconvenience to these homeowners.

I agree with the County's proposal.

RTS/rgb

cc: Bill Worcester

Contains Recycled Materials

10,121

Bridge No. 47C64
(119th Ave.)

FEDERAL AID PROJECT REQUEST

Date 9-10-84

Applicant Agency Marion County
Request for: Off-System X, FAS-C ____, FAUS ____ Project HBR X
Federal Aid Route No. ____ Route Name 119th Ave SE, CR 767
Project Name Replacement of Pudding River No. 47C64

Project Length ____ Project Location (Attach sketch map)
Project Description Replacement of Bridge No. 47C64. Approach widening, paving and guardrail.

Average Daily Traffic 80 Design Speed 20

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 15' Travel Lanes 1 Shoulders 2'
Medians None Parking None
Sidewalks None
Remarks Unpaved

2. Desired Roadway Cross Section: (Attach sketch)

Width 32' Travel Lanes 2@12' Shoulders 4'
Medians None Parking None
Curbed No Length Curb Radii N/A
Sidewalk/Bikeway None
Remarks Unpaved

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 40' Minimum 40' Maximum 40'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Applicant

4. Permanent Striping:

Include in project or by applicant? Applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location S. 33, T. 7S, R. 1W, W.M.

Type untreated timber

Approach Roadway Width 15' Shoulder Width 2'

Length 60' Width 15'

To remain in place? No

2. Proposed Structure:

Location Same as existing

Approximate Size: Length 75' Width 32'

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? Yes

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks Poor alignment of existing bridge with stream flow will be corrected.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad _____

Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Marion County Engineer Office
2. Environmental — Marion County Engineer Office
3. Public Hearing — Marion County Engineer Office

Remarks _____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State _____ Consultant _____

2. **Project construction engineering to be performed by:**

Applicant X **State** _____ **Consultant** _____

3. **Will applicant perform any work prior to or after award of contract?**
Yes X **No** _____
If "yes," describe briefly: Preliminary & construction engineering; permanent signing and striping.

4. **Applicant's estimate of cost for requested project:**

Roadway Work	$ 10,000
Right-of-way costs (if participating)	5,000
Traffic control	2,000
Illumination	
Structures	156,000
Railroad	
Other Construction Engineering	13,000
Preliminary engineering	6,000
PROJECT TOTAL	$ 192,000

Remarks _____

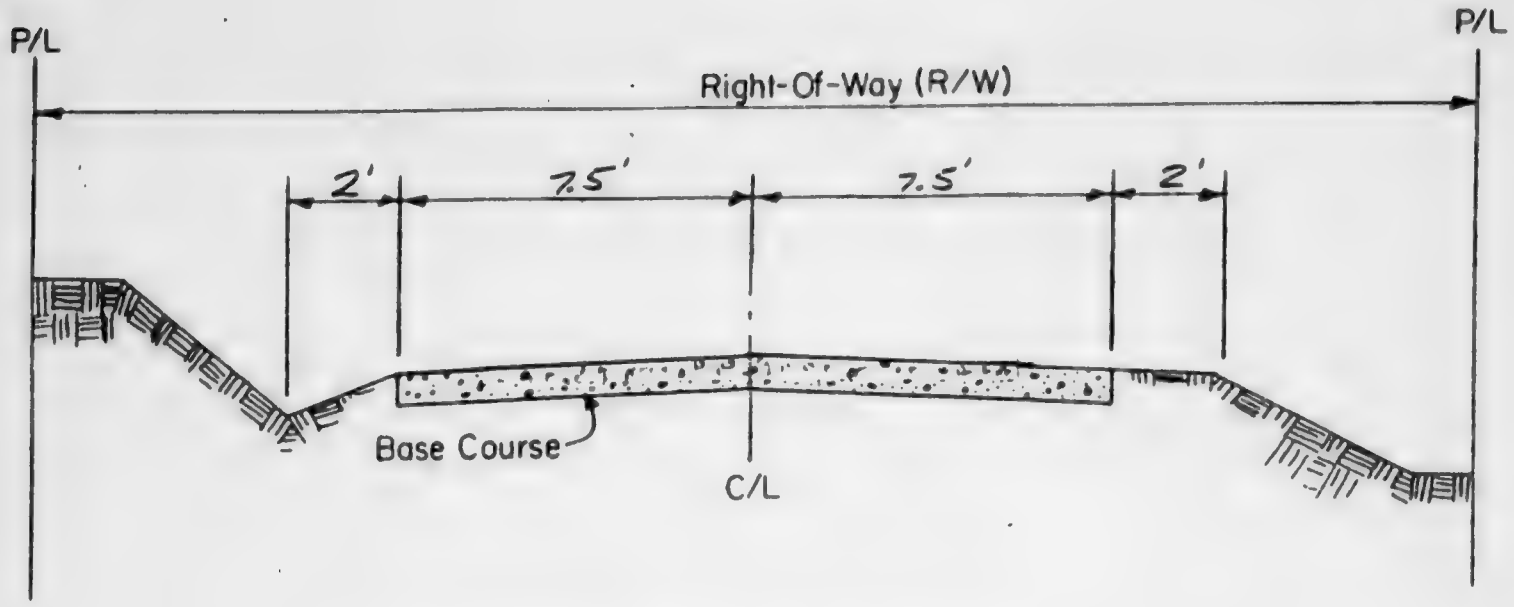
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ **and/or** MARION COUNTY **COUNTY**

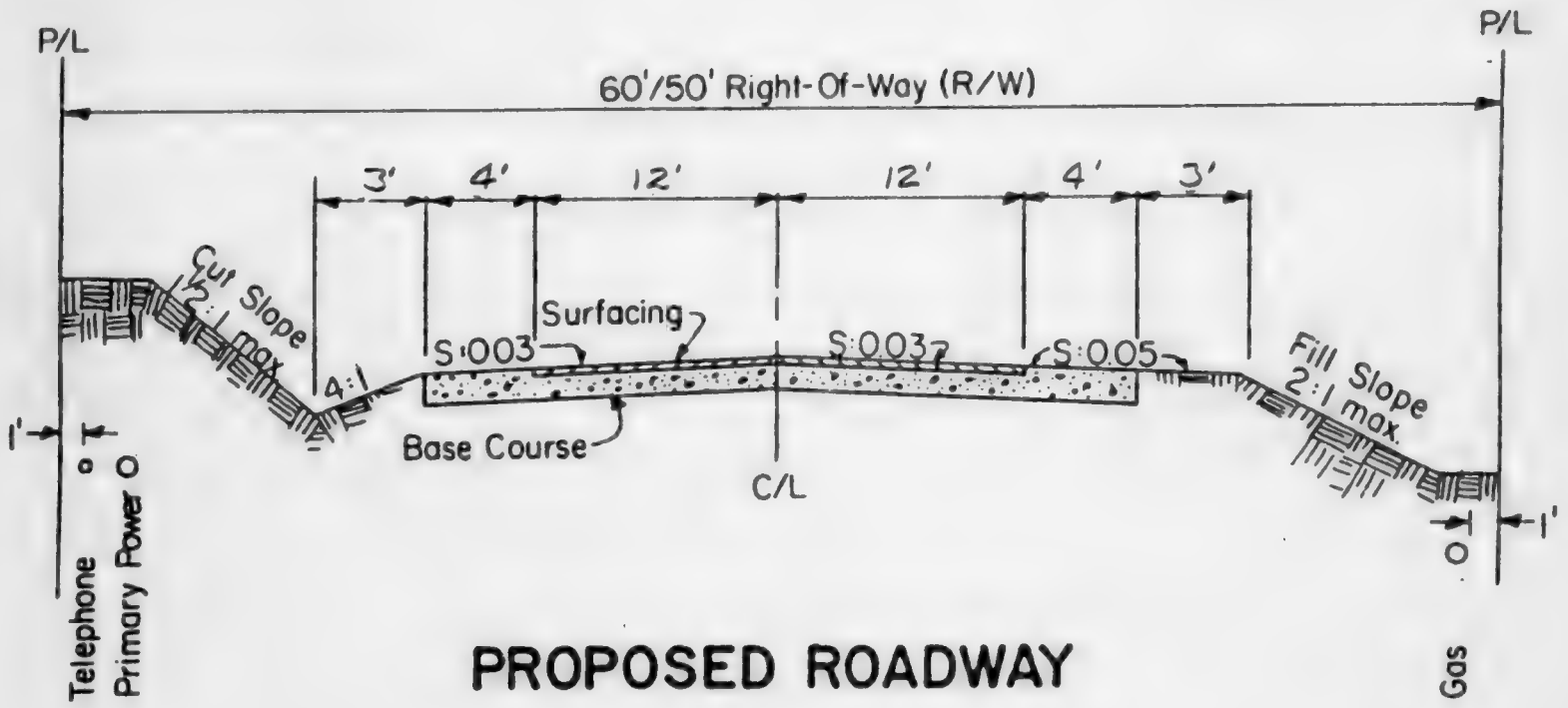
By _____ **By** _____

By _____ **By** _____

By _____



EXISTING ROADWAY



PROPOSED ROADWAY

MARION COUNTY, OREGON
DEPARTMENT OF PUBLIC WORKS

Project: BRIDGE NO. 47C64
CR 767

Date: 9-84

REPORT NO: FMRP920-1 OREGON DEPARTMENT OF TRANSPORTATION PAGE 1
FINANCIAL MANAGEMENT SYSTEM RUN 07/17/89 23:32
HSC REPORT WRITER PARAMETERS REPORT

REPORT NUMBER: 0002139 AGENCY: 02 REPORT TYPE: PS
REPORT TITLE: FINALED PROJECTS JCS
REPORT DESCRIPTION: M.SHULTS:FINAL PROJ JCS (86514)

USER	RPT ID	DISTRIB USER	--- EFF DATES --- BEG	END	ACT	FREQ	BI	BC	MEDIA	DEST	NUM COPY
WAR2	FMRP930	WAR2	04/10/89	99/99/99	Y	D	00	P	H	ALOCAL	01

---- SORT SEQUENCE ---- -1-	-2-	-3-	-4-	-5-	-6-	PAGE BREAK LVL	ZERO LINE SUPPRESS	DECIMAL POS AMT	DECIMAL POS QTY	PRINT COMMAS AMT	PRINT COMMAS QTY	ROUNDING FACTOR AMT	ROUNDING FACTOR QTY
19	23	47	46	17		0	Y	2	2	Y	Y	0	0

SELECTION PARAMETERS

FIELD NUMBER	LEVEL NUMBER	FROM VALUE	TO VALUE	FIELD NUMBER	LEVEL NUMBER	FROM VALUE	TO VALUE	FIELD NUMBER	LEVEL NUMBER	FROM VALUE	TO VALUE
19		C10219		19		C1028		19		C10368	
19		C10559		19		C10443		19		C10121	
19		C5151908		19		C5152530		19		C5231918	
19		C2031927		19		C5151953		19		C5111907	
19		C5272517		19		C2041967		19		C5141907	
19		C5142513		19		C2091944		19		C5301911	
19		C5071939		19		C5331947		19		C2241911	
19		C5071905		19		C5041975					

COLUMN NUMBER	PRINT COLUMN	HEADING ONE AND TWO	TC IND	FM RANGE BEGIN	-END-	AMT/QTY IND	CALCULATIONS OPRTR-VALUE-CODE	TRANSACTION CODES 0 FROM TO	0 FROM TO	0 FROM TO	0 FROM TO	0 FROM TO
1	Y	TOTAL PROJ COST	Y	A 99	A 25	A		+ 100 199	+ 400 499	- 620	+ 690	

10,121

7-17-89

EA / SUBJOB / ACTIVITY / OBJ DETL / CHRG UNIT			TOTAL PROJ COST
C10121	NO TITLE AVAILABLE		
000	PUDDING RIVER BR SEC		
010	SUPER & ADMIN		
001	REGULAR WORK TIME		
0813	FINAL EST & ENG SUPP		160.88
0814	CONTR PMT GRP		12.98
0821	QUAL CONTRL GRP		160.83
0830	EEO/MBE & LBR COMPL		125.63
****001	REGULAR WORK TIME	TOTAL	460.32
***010	SUPER & ADMIN	TOTAL	460.32
020	TRN COURS CONF SEM		
001	REGULAR WORK TIME		
****001	REGULAR WORK TIME	TOTAL	.00
550	RENT OF EQT-ASSGN		
8066	PROJ MGR 8066 REG 3		75.60
****550	RENT OF EQT-ASSGN	TOTAL	75.60
***020	TRN COURS CONF SEM	TOTAL	75.60
050	AUDIT SERVICES		
001	REGULAR WORK TIME		
0500	ACCOUNTING SECTION		547.93
****001	REGULAR WORK TIME	TOTAL	547.93
***050	AUDIT SERVICES	TOTAL	547.93
899	ACTIV NOT ON SRC DOC		
136	PRINT & REPRO		
0100	ST HWY ENG		2.88
0500	ACCOUNTING SECTION		6.36
****136	PRINT & REPRO	TOTAL	9.24
267	TEMP EASMNT PRMT LIC		

Construction

EA SUBJOB ACTIVITY OBJ DETL CHRG UNIT			TOTAL PROJ COST
C10121	NO TITLE AVAILABLE		
000	PUDDING RIVER BR SEC		
899	ACTIV NOT ON SRC DOC		
267	TEMP EASMNT PRMT LIC		
7000	ROAD DESIGN SECTION		50.00
****267	TEMP EASMNT PRMT LIC	TOTAL	50.00
504	ODOT- BLPRT SVC		
0100	ST HWY ENG		301.15
****504	ODOT- BLPRT SVC	TOTAL	301.15
555	HWY DIV - DATA ENT		
0521	BILLING SYSTEM		9.75
****555	HWY DIV - DATA ENT	TOTAL	9.75
***899	ACTIV NOT ON SRC DOC	TOTAL	370.14
900	PROJ ENG FLD OFC		
001	REGULAR WORK TIME		
2042	GEOL GRP REG 2		261.01
****001	REGULAR WORK TIME	TOTAL	261.01
020	COMPEN TIM TAKN		
8066	PROJ MGR 8066 REG 3		75.60-
****020	COMPEN TIM TAKN	TOTAL	75.60-
550	RENT OF EQT-ASSGN		
2042	GEOL GRP REG 2		18.40
****550	RENT OF EQT-ASSGN	TOTAL	18.40
598	LUMP SUM ENG COST		

EA / SUBJOB / ACTIVITY / OBJ DETL / CHRG UNIT			TOTAL PROJ COST
C10121	NO TITLE AVAILABLE		
000	PUDDING RIVER BR SEC		
900	PROJ ENG FLD OFC		
598	LUMP SUM ENG COST		
0523	BILLINGS AND REVENUE		9,644.33-
****598	LUMP SUM ENG COST	TOTAL	9,644.33-
***900	PROJ ENG FLD OFC	TOTAL	9,440.52-
901	PROJ ENG CONSUL		
001	REGULAR WORK TIME		
2010	CONSTR UNIT REG 2		66.58
2060	FEDERAL AID-REGION 2		464.91
7450	DSIGN UNIT 3 BRG		58.41
****001	REGULAR WORK TIME	TOTAL	589.90
504	ODOT- BLPRT SVC		
7450	DSIGN UNIT 3 BRG		5.00
****504	ODOT- BLPRT SVC	TOTAL	5.00
550	RENT OF EQT-ASSGN		
2000	REGION 2		6.30
****550	RENT OF EQT-ASSGN	TOTAL	6.30
***901	PROJ ENG CONSUL	TOTAL	601.20
914	UTILITY LIAISON		
001	REGULAR WORK TIME		
7700	RIGHT OF WAY SECTION		34.21
****001	REGULAR WORK TIME	TOTAL	34.21
***914	UTILITY LIAISON	TOTAL	34.21
920	PROJECT PROGRAMMING		
001	REGULAR WORK TIME		

EA / SUBJOB / ACTIVITY / OBJ DETL / CHRG UNIT			TOTAL PROJ COST
C10121	NO TITLE AVAILABLE		
000	PUDDING RIVER BR SEC		
920	PROJECT PROGRAMMING		
001	REGULAR WORK TIME		
0612	STATS & CSH FLO GRP		37.06
0631	FEDERAL AID GROUP		21.48
****001	REGULAR WORK TIME	TOTAL	58.54
***920	PROJECT PROGRAMMING	TOTAL	58.54
940	MATERIALS TESTING		
001	REGULAR WORK TIME		
8020	PROJ MGR 8020 REG 3		141.42
8213	EUG INSP GRP		806.44
8223	RCV & DOC		16.54
****001	REGULAR WORK TIME	TOTAL	964.40
548	RENT OF EQT-POOL		
8213	EUG INSP GRP		41.25
****548	RENT OF EQT-POOL	TOTAL	41.25
550	RENT OF EQT-ASSGN		
8213	EUG INSP GRP		80.10
****550	RENT OF EQT-ASSGN	TOTAL	80.10
551	HWY DIV. - MATL TST		
2000	REGION 2		172.00
2042	GEOL GRP REG 2		1,600.00
8054	PROJ MGR 8054 REG 2		482.00
8213	EUG INSP GRP		436.00
9997	DUMMY - AGENCY TABLE		377.72
****551	HWY DIV. - MATL TST	TOTAL	3,067.72
***940	MATERIALS TESTING	TOTAL	4,153.47
960	REVW & PROC PRJ PROS		
001	REGULAR WORK TIME		

EA / SUBJOB / ACTIVITY / OBJ DETL / CHRG UNIT			TOTAL PROJ COST
C10121	NO TITLE AVAILABLE		
000	PUDDING RIVER BR SEC		
960	REVW & PROC PRJ PROS		
001	REGULAR WORK TIME		
7144	BUDGET & PROGRAM		64.02
****001	REGULAR WORK TIME	TOTAL	64.02
***960	REVW & PROC PRJ PROS	TOTAL	64.02
964	PREPR PRMT FOR PROJ		
001	REGULAR WORK TIME		
7000	ROAD DESIGN SECTION		21.10
****001	REGULAR WORK TIME	TOTAL	21.10
***964	PREPR PRMT FOR PROJ	TOTAL	21.10
990	PROJECT ENGR-OTHER		
555	HWY DIV - DATA ENT		
0531	DATA ENTRY		3.95
****555	HWY DIV - DATA ENT	TOTAL	3.95
***990	PROJECT ENGR-OTHER	TOTAL	3.95
**000	PUDDING RIVER BR SEC	TOTAL	3,050.04-
001	PUDDING RIVER BR SEC		
020	TRN COURS CONF SEM		
900	NO TITLE FOUND		
8066	PROJ MGR 8066 REG 3		75.60-
****900	NO TITLE FOUND	TOTAL	75.60-
***020	TRN COURS CONF SEM	TOTAL	75.60-
201	WK PERFRM BY CONTR		
349	INT ON VEND PMT		
2060	FEDERAL AID-REGION 2		87.76
****349	INT ON VEND PMT	TOTAL	87.76
***201	WK PERFRM BY CONTR	TOTAL	87.76
900	PROJ ENG FLD OFC		
020	COMPEN TIM TAKN		

interest

EA SUBJOB ACTIVITY OBJ DETL CHRG UNIT			TOTAL PROJ COST
C10121	NO TITLE AVAILABLE		
001	PUDDING RIVER BR SEC		
900	PROJ ENG FLD OFC		
020	COMPEN TIM TAKN		
8066	PROJ MGR 8066 REG 3		75.60
****020	COMPEN TIM TAKN	TOTAL	75.60
131	STATY & OFC SUPP NON		
2000	REGION 2		40.53
****131	STATY & OFC SUPP NON	TOTAL	40.53
598	LUMP SUM ENG COST		
0523	BILLINGS AND REVENUE		11,272.18
****598	LUMP SUM ENG COST	TOTAL	11,272.18
***900	PROJ ENG FLD OFC	TOTAL	11,388.31
940	MATERIALS TESTING		
900	NO TITLE FOUND		
8020	PROJ MGR 8020 REG 3		141.42-
8054	PROJ MGR 8054 REG 2		482.00-
****900	NO TITLE FOUND	TOTAL	623.42-
***940	MATERIALS TESTING	TOTAL	623.42-
**001	PUDDING RIVER BR SEC	TOTAL	10,777.05
011	PUDDING RIVER BR SEC		
010	SUPER & ADMIN		
001	REGULAR WORK TIME		
0521	BILLING SYSTEM		39.02
****001	REGULAR WORK TIME	TOTAL	39.02
***010	SUPER & ADMIN	TOTAL	39.02
050	AUDIT SERVICES		
001	REGULAR WORK TIME		

EA / SUBJOB / ACTIVITY / OBJ DETL / CHRG UNIT			TOTAL PROJ COST
C10121	NO TITLE AVAILABLE		
011	PUDDING RIVER BR SEC		
050	AUDIT SERVICES		
001	REGULAR WORK TIME		
0500	ACCOUNTING SECTION		177.29
0570	EXTERNAL AUDITORS		674.23
****001	REGULAR WORK TIME	TOTAL	851.52
***050	AUDIT SERVICES	TOTAL	851.52
201	WK PERFRM BY CONTR		
300	FORM CONTR CONSTR RT		
2060	FEDERAL AID-REGION 2		8.00
****300	FORM CONTR CONSTR RT	TOTAL	8.00
***201	WK PERFRM BY CONTR	TOTAL	8.00
899	ACTIV NOT ON SRC DOC		
001	REGULAR WORK TIME		
0521	BILLING SYSTEM		21.17
****001	REGULAR WORK TIME	TOTAL	21.17
199	DATA PROC EQT CHG		
2060	FEDERAL AID-REGION 2		41.74
****199	DATA PROC EQT CHG	TOTAL	41.74
220	CONSUL ENG SVC		
****220	CONSUL ENG SVC	TOTAL	.00
299	OBJ NOT ON SRC DOC		
2060	FEDERAL AID-REGION 2		1,712.24
****299	OBJ NOT ON SRC DOC	TOTAL	1,712.24
300	FORM CONTR CONSTR RT		

EA / SUBJOB / ACTIVITY / OBJ DETL / CHRG UNIT			TOTAL PROJ COST
C10121	NO TITLE AVAILABLE		
011	PUDDING RIVER BR SEC		
899	ACTIV NOT ON SRC DOC		
300	FORM CONTR CONSTR RT		
2060	FEDERAL AID-REGION 2		85,052.91
****300	FORM CONTR CONSTR RT	TOTAL	85,052.91
302	RETAIN ON CONTR OR A		
****302	RETAIN ON CONTR OR A	TOTAL	.00
***899	ACTIV NOT ON SRC DOC	TOTAL	86,828.06
900	PROJ ENG FLD OFC		
001	REGULAR WORK TIME		
0515	SPECIAL PAYMENTS		9.18
****001	REGULAR WORK TIME	TOTAL	9.18
341	COOP PMT LOCL GOV		
2060	FEDERAL AID-REGION 2		10,924.51
****341	COOP PMT LOCL GOV	TOTAL	10,924.51
598	LUMP SUM ENG COST		
0523	BILLINGS AND REVENUE		1,627.85-
****598	LUMP SUM ENG COST	TOTAL	1,627.85-
***900	PROJ ENG FLD OFC	TOTAL	9,305.84
901	PROJ ENG CONSUL		
001	REGULAR WORK TIME		
0521	BILLING SYSTEM		26.22
0522	FINANCIAL CONTROL		8.74
2060	FEDERAL AID-REGION 2		300.00
****001	REGULAR WORK TIME	TOTAL	334.96
341	COOP PMT LOCL GOV		

EA / SUBJOB / ACTIVITY / OBJ DETL / CHRG UNIT			TOTAL PROJ COST
C10121	NO TITLE AVAILABLE		
011	PUDDING RIVER BR SEC		
901	PROJ ENG CONSUL		
341	COOP PMT LOCL GOV		
2060	FEDERAL AID-REGION 2		4,849.09
****341	COOP PMT LOCL GOV	TOTAL	4,849.09
***901	PROJ ENG CONSUL	TOTAL	5,184.05
990	PROJECT ENGR-OTHER		
001	REGULAR WORK TIME		
0515	SPECIAL PAYMENTS		9.18
0521	BILLING SYSTEM		43.87
****001	REGULAR WORK TIME	TOTAL	53.05
***990	PROJECT ENGR-OTHER	TOTAL	53.05
**011	PUDDING RIVER BR SEC	TOTAL	102,269.54
*C10121	NO TITLE AVAILABLE	TOTAL	109,996.55

10,121

January 22, 1988

CON 5 - 10,121

Amwest Surety Insurance Company
P. O. Box 15319
Portland, OR 97215

On January 7, 1988, we wrote to you concerning release of final payment on Contract No. 10,121 awarded to Alpine Engineering for work on the Pudding River (119th Avenue) Bridge Section of County Road No. 767 in Marion County.

Final payment on this contract is $1,508.00 and the total contract amount is $85,060.91. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

azm

cc: Alpine Engineering
607 NW Trenton
Bend, OR 97701

Amwest Surety Insurance Company
150 Bellevue Way SE, Suite 104
Bellevue, WA 98004

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10121

TO: Commission Services

DATE: January 5, 1988

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10121 , On Site Work Substantially Completed June 19, 1986
All Work Completed	September 1, 1987
Project	Pudding River (119th Ave.) Bridge
Highway	County Road 767
County	Marion
Type of Work	Grade, pave, and structure
Contractor	Alpine Engineering

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

RECEIVED
JAN - 6 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Surety letter written 1-7-88.

10,121

ORIGINAL

4-24-87

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
Oregon	BROS-2400(3)
PROGRAM APPROVED	VOUCHER PERIOD From: 1/25/85 To: 7/30/85

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
15,058.24	15,058.24	80%	12,046.59	12,046.59	-0-

117

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 4/24/87 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	PUDDING RIVER (119TH AVE.) BRIDGE MARION COUNTY ROAD					
	Preliminary Engineering Type Code P.E.					
	Work by Marion County	All Required			$12,070.17	
	State	All Required			2,896.75	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				**$14,966.92**	
	Misc. Project Cost					
	Audit Expense	All Required			$ 91.32	
	TOTAL PARTICIPATING PROJECT COST				**$15,058.24**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 4/10/87.					
	AMOUNT CARRIED FORWARD					

DESCRIPTION		PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
		224	1904	298	00	N 9		108.87	274.43	
		224	1904	905	00	P 1			90.55	
		224	1904	914	00	P 1	176.96	176.96	176.96	
		224	1904	918	00	P 1			35.60	
		224	1904	932	00	P 1	.53CR	117.81	178.16	
				TOT		P1	176.43	294.77	481.35	
				** JOB TOTALS **			176.43 **	294.77 **	481.35 **	
ABIQUA CR BRIDGE #5443	CONT NO		FA PROJ NOS BROS2400002 100							STATE
		224	1909	296	00	N 9		7,633.75CR	7,633.75CR	
		224	1909	297	00	N 9		1,907.53	1,907.53	
		224	1909	298	00	N 9		5,726.22	5,726.22	
		224	1909	901	00	P 1	.12CR	26.64	26.64	
		224	1909	903	00	P 1		6,577.79	6,577.79	
		224	1909	918	00	P 1		5.02	5.02	
		224	1909	926	00	P 1	.66CR	152.24	152.24	
		224	1909	927	00	P 1	1.30CR	291.13	291.13	
		224	1909	937	00	P 1	.46CR	102.41	102.41	
				TOT		P1	2.54CR	7,155.23	7,155.23	
				** JOB TOTALS **			2.54CR**	7,155.23 **	7,155.23 **	
CHEMAWA RD-CLAXTER RD BIKEWAY	CONT NO		* FA PROJ NOS M 1685001 100							STATE
		224	1910	296	00	N 9		74.82CR	255.62CR	
		224	1910	298	00	N 9		74.82	255.62	
		224	1910	906	00	P 1			198.00	
		224	1910	913	00	P 1			3.26	
		224	1910	920	00	P 1			84.20	
		224	1910	922	00	P 1			9.52	
				TOT		P1			29.98	
				** JOB TOTALS **			**	**	29.98 **	
PUDDING R(N (119 AVE) BR	CONT NO		FA PROJ NOS BROS2400003 100							STATE
		224	1911	296	00	N 9	272.44CR	658.36CR	658.36CR	
		224	1911	298	00	N 9	272.44	328.36	328.36	
		224	1911	299	00	N 9		330.00	330.00	
		224	1911	911	00	P 1		.90	.90	
		224	1911	918	00	P 1		5.74	5.74	
		224	1911	920	00	P 1	88.49	88.49	88.49	
		224	1911	921	00	P 1	32.60	345.67	345.67	
		224	1911	923	00	P 1	.32CR	69.58	69.58	
		224	1911	932	00	P 1	40.28	61.13	61.13	
				TOT		P1	161.06	571.51	571.51	
				** JOB TOTALS **			161.06 **	571.51 **	571.51 **	
MARION CO PAVE MRKG PROJ3	CONT NO		* FA PROJ NOS PMS 0005115 100							STATE
		224	1917	296	00	N 9			951.52CR	

JOB COST SUMMARY RUN ON
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 06/20/87

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C2241911	000		136	0100				
OBJ-DETAIL 136								
C2241911	000		341	2060			-1,953.93	
OBJ-DETAIL 341							-1,953.93	
C2241911	000		504	0100				
C2241911	000		504	7300			4.20	
OBJ-DETAIL 504							4.20	
C2241911	000		597	0100			1,481.72	
OBJ-DETAIL 597							1,481.72	
ACTIVITY							[redacted]	SUBTO
C2241911	000	905	130	7300			4.50	
OBJ-DETAIL 130							4.50	
C2241911	000	905	504	0100			7.50	
OBJ-DETAIL 504							7.50	
ACTIVITY	905						[redacted]	SUBTO
C2241911	000	907	001	7331				
OBJ-DETAIL 001								
ACTIVITY	907							SUBTO
C2241911	000	914	001	7700				
OBJ-DETAIL 001								
ACTIVITY	914							SUBTO
C2241911	000	921	001	7200			938.99	
OBJ-DETAIL 001							938.99	
C2241911	000	921	136	0500			557.60	
OBJ-DETAIL 136							557.60	
C2241911	000	921	501	0100			74.00	
OBJ-DETAIL 501							74.00	
ACTIVITY	921						1,570.59	SUBTO

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

RUN ON
TAIL CREW-NUMBER
YE LOADED
TO 06/20/87

SA FLD	CURRENT MONTH	BALANCE TO DATE
		-1,953.93
		-1,953.93
		4.20
		4.20
		1,481.72
		1,481.72
		[redacted] SUBTOTAL
		4.50
		4.50
		7.50
		7.50
		[redacted] SUBTOTAL
		SUBTOTAL
		SUBTOTAL
		938.99
		938.99
		557.60
		557.60
		74.00
		74.00
		1,570.59 SUBTOTAL

1485.92
10.09
1496.01
-808.21
687.80

DESIGN

KES

JOB COST SUMMARY RUN ON
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 06/20/87

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C2241911	000	923	001	7530			39.12	
OBJ-DETAIL	001						39.12	
ACTIVITY	923						39.12	SUB
C2241911	000	933	001	7100			6.99	
C2241911	000	933	001	7141				
OBJ-DETAIL	001						6.99	
ACTIVITY	933							
C2241911	000	960	001	7144				
OBJ-DETAIL	001							
ACTIVITY	960							SUB
C2241911	000	964	001	7000				
OBJ-DETAIL	001							
ACTIVITY	964							SUB
SUB-JOB	000	SUBTOTAL					1,160.69	
C2241911	011			0100			571.51	***
OBJ-DETAIL							571.51	
C2241911	011		341	2010			6,000.00	
C2241911	011		341	2060			8,024.10	
OBJ-DETAIL	341						14,024.10	
C2241911	011		599	0100			-808.21	
OBJ-DETAIL	599						-808.21	
ACTIVITY							13,787.40	SUB
C2241911	011	010	001	0521			10.09	
OBJ-DETAIL	001						10.09	
ACTIVITY	010						10.09	SUB
C2241911	011	050	001	0500			91.32	
OBJ-DETAIL	001						91.32	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

RUN ON
ETAIL CREW-NUMBER
ARE LOADED
TO 06/20/87

SA ELD	CURRENT MONTH	BALANCE TO DATE	
		39.12	
		39.12	
		39.12	SUBTOTAL
		6.99	
		6.99	
		[redacted]	SUBTOTAL
			SUBTOTAL
			SUBTOTAL
		1,160.69	
		571.51	***
		571.51	
		6,000.00	
		8,024.10	
		14,024.10	
		-808.21	
		-808.21	
		13,787.40	SUBTOTAL
		10.09	
		10.09	
		10.09	SUBTOTAL
		91.32	
		91.32	

Payment to Marion County
12,070.17

URES

JOB COST SUMMARY RUN ON
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 06/20/87

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
ACTIVITY	050						91.32 SU
C2241911	011	901	001	0521			8.74
OBJ-DETAIL	001						8.74
ACTIVITY	901						
SUB-JOB	011	SUBTOTAL					13,897.55
EA		C2241911 TOTAL					15,058.24

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

RUN ON
ETAIL CREW-NUMBER
ARE LOADED
TO 06/20/87

MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
----	-------	----------	
		91.32	SUBTOTAL
		8.74	
		8.74	
		[redacted]	SUBTOTAL
		13,897.55	
		15,058.24	

1160.69

URES

10 .21 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BROS-2400(3)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 50185

2A. COUNTY NAME: Marion

6. TO

3-4-86

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 5 '86
REFER TO
Potter
FOH
Info | Invest | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE: February 28, 1986

8. FEDERAL ROUTE NUMBER: Non Federal-aid

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Pudding River (119th Avenue) Br #47C64-767-00000

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested in Mr. Potter's letter of 1/30/86 we approve the revised Preliminary Engineering costs to a TEC of $34,200; Federal Funds $27,360.

(Increase TEC $9,100; Federal Funds $7,280)

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/4/86	D. K. Hosmer	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY (PAGE 1 of 2)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02774

SECTION Pudding River (119th Ave.) Bridge

HIGHWAY NO.

COUNTY Marion NO. 24

REGION 2

SURVEY AUTHORITY

AUTHORIZATION NO. 2

PROJECT EA C224-1911

DATE 12-26-85

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
900 PROJECT ENGINEERING, FIELD OFFICES	2000	500	500
901 PROJECT ENGINEERING, OTHER OFFICES	N/A	15,000	15,000
	N/A		
902 CITIZEN'S INVOLVEMENT	N/A		
903 FINAL DESIGN - BRIDGE AND FOUNDATION	74(00)	1,500	1,500
	74(__)		
	2042	5,000	5,000
904 PRELIMINARY DESIGN	7112		
905 FINAL DESIGN	73(00)	1,125	1,125
906 REDESIGN	73(__)		
907 T.P.D.T. DESIGN	73(31)	375	375
908 FIELD TESTING	2042	2,000	2,000
909 RIGHT-OF-WAY DESCRIPTION	7111		
910 RIGHT-OF-WAY MAPS	7111		
911 SIGN AND SIGNAL DESIGN	76(__)		
	76(__)		
	76(__)		
	2020	300	300
912 RAILROAD MAPS	73(__)		
913 RIGHT-OF-WAY LIAISON	7750	800	800
914 UTILITY LIAISON	7783		
	2041	400	400
915 LANDSCAPE DESIGN	7114		
916 PHOTOGRAMMETRY SERVICES	7142		
917 INVENTORY NEEDS			
920 PROJECT PROGRAMMING	06(00)	200	200
921 SPECIFICATIONS AND ESTIMATES	7200	2,500	2,500
923 ENVIRONMENTAL STUDIES	75(00)	1,000	1,000
	75(__)		
	75(__)		
	2061	200	200
925 AIR MONITORING	7510		
927 FREE BRIDGE DESIGN	74(__)		
	74(__)		
929 FREE BRIDGE SPECIFICATIONS	7200		
933 BASE DESIGN	7141	300	300
934 GEOTECHNICAL INVESTIGATION	7120	1,000	1,000
937 HYDRAULIC STUDIES	7143	1,500	1,500
949 SYSTEM STUDIES	N/A		
960 PROCESS PROJECT PROSPECTUS	7144	100	100
961 PREPARE HEARING STUDY DATA	7113		
962 RECONNAISSANCE SURVEYS	71(__)		
963 REVIEW FIELD SURVEYS	7113	180	180

Continued on Page 2

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ROAD DESIGN SECTION

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734-1914 (6-85)

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY (PAGE 2 of 2)

KEY ID # 02774

SECTION: Pudding River (119th Ave.) Bridge

REGION: 2

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
764 PREPARE PERMITS	7000	220	220				
980 CONDUCT PUBLIC HEARING	N/A						
020 TRAINING	N/A						
050 AUDIT SERVICES	0500						
				TOTALS		$ 34,200	$ 34,200

RIGHT-OF-WAY EA

PE FUNDING: Federal

PREVIOUS AUTHORIZATION: $ 25,100

FEDERAL AID PROJECT NUMBER: BROS - 2400 (3)

ADD. AUTH. REQUIRED: $ 9,100

LOCATION ENGINEER'S REMARKS

Additional funding is required for function 901 (Project Engineering Other Offices) as requested by the Marion County Department of Public Works.. The preliminary engineering costs originally applied for by the county underestimated the cost for hydraulic and right-of-way surveys. Marion County has completed the preliminary engineering for this project, and the additional funds requested herein are anticipated to cover the actual costs incurred.

PREPARED BY: Original Signed By R. Siolander	DATE: 7-30-85	APPROVED, ASST. HIGHWAY ENGINEER: X [signature]	DATE: 1/14/86
RECOMMENDED, REGION ENGINEER: X Original Signed By W. Anhorn	DATE	O.T.C. OR STATE HIGHWAY ENGINEER APPROVAL	DATE
RECOMMENDED, LOCATION ENGINEER: X [signature]	DATE: 1/13/86	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE: 2-28-86	

734-1914 (6-85) cont.

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: PUDDING RIVER (119th Ave.) BRIDGE	WEEK ENDING: December 14, 1985
		SECTION PREFIX: C 10121
	HIGHWAY: CR 767	COUNTY: Marion
NAME OF JOB: 119TH AVENUE BRIDGE	KIND OF WORK: Grading and Structure	
CONTRACTOR: ALPINE ENGINEERING	CONTRACT NUMBER: 10121	FEDERAL AID PROJECT NUMBER: BROS 2400 (4)
DATE OF CONTRACT: October 1, 1985	DATE WORK STARTED: October 1, 1985	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED: 75 of 76
PROJECT AUTHORIZATION: $ 97,795.37	SPECIFIED COMPLETION DATE: Dec. 15, '85 & July 31,'86	PERCENT OF TIME ELAPSED: 99%
EXCLUSIVE OF ENGINEERING: $ 84,748.00	ENGINEERING AUTHORIZATION $ 8,541.08	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 92%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 84,860.00	ENGINEERING COST TO DATE $ 9,600.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93%
ESTIMATED PERCENT: OVERRUN / UNDERRUN +0.2%	PERCENT OF AUTHORIZATION 112%	DATE PROJECT WAS COMPLETED: Except paving 12-14-85

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Riprap	Guardrail
100%	100%	100%	100%	-0-		100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.07	0.07			0.08
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.07				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	720 CY	910 T.			350 T
TOTAL QUANTITIES CORRECTED TO DATE	638 CY	930 T.			350
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	638 CY	915 T.			-0-
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Trucks and misc. handtools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	5584A							
PERCENT	100%							

December	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8	Partly cloudy	1	0	
MONDAY 9	Cloudy	1	0	
TUESDAY 10	Fair	1	0	
WEDNESDAY 11	Partly Fair	1	0	
THURSDAY 12	Fair	1	0	
FRIDAY 13	Fair	1	0	
SATURDAY 14		1	0	

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 12-8	No activity
MONDAY 12-9	Set fence corner post. and line post.
TUESDAY 12-10	No activity
WEDNESDAY 12-11	No activity
THURSDAY 12-12	No activity
FRIDAY 12-13	String fence General cleanup
SATURDAY	General cleanup

REMARKS

STATUS

Project complete for winter shut-down

NOTES

Issued shut-down effective Dec. 14, 1985

SIGNED Paul D Rogers LOCATION Marion Co.

PD Rogers

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

10-121

STATE COPY

TO BE COMPLETED BY FHWA		STATE
10-66	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	Oregon
		COUNTY Marion
		PROJECT NO. BROS-2400(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Pudding River (119th Ave.) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6/28/85	0.009
OTHER *(Specify)*		

FUNDS Pro-rata 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 97,795.00	$ 78,235.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

~~XX~~ For: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 8 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

1985 Tryon Ave.NE.-Div. St. NE. 10,122
(Salem) Sec. of N.Liberty-Commer. Coupl).
(Roadside improvement)

10,122

OREGON DEPARTMENT OF TRANSPORTATION

ITEMIZED STATEMENT OF FINAL COST

PINE ST. N.E. DIVISION ST. N.E. (SALEM)
LIBERTY STREET COMMERCIAL STREET COUPLET

IX-1705(7) MARION COUNTY January 15, 1993
AGREEMENT NO. 7287

CONSTRUCTION	
PARTICIPATING	
CONTRACT SUMMARY	$1,520,583.41
SFO 1 STRIPPING	3,656.19
SFO 2 FURNISH AND INSTALL POLES (PGE)	7,633.34
SFO 3 REMOVE, RELOCATE AND ADJUST FIRE HYDRANT (CITY OF SALEM)	17,566.88
SFO 4 STATE FURNISHED SOFTWARE PROGRAM	1,000.00
SFO 5 REMOVE AND REPLACE CURB (CITY OF SALEM)	407.48
SFO 6 LITIGATION EXPENSE	186.47
SFO 7 INSTALL RUBBERIZED CROSSING (BNRR)	46,844.35
SFO 8 RECONSTRUCT ROADWAY (CITY OF SALEM)	4,698.86
SFO 9 INSTALL PIPE (STATE)	5,207.59
LIQUIDATED DAMAGES	-19,500.00
CONSTRUCTION ENGINEERING (STATE)	198,928.83
CONSTRUCTION ENGINEERING (SALEM)	10,727.34
AUDIT SERVICES	1,460.62
TOTAL PARTICIPATING COST	$1,799,401.36
NONPARTICIPATING PROJECT COST	
CONTRACT SUMMARY	$185,478.03
CONSTRUCTION ENGINEERING	15,541.75
INTEREST ON FINAL PAYMENTS	40.00
AUDIT SERVICES	560.03
TOTAL NONPARTICIPATING PROJECT COST	$201,619.81
TOTAL PROJECT COST	$2,001,021.17
LESS: FEDERAL FUNDS	-1,509,923.00
LESS: PAYMENTS BY MARION COUNTY	- 21,160.02
LESS: CITY OF SALEM SHARE OF PROJECT COST	- 468,289.49
LESS: STATE SHARE OF PROJECT COST	- .05
AMOUNT DUE	$ 1,648.61

OREGON DEPARTMENT OF TRANSPORTATION

ITEMIZED STATEMENT OF FINAL COST

PINE ST. N.E. DIVISION ST. N.E. (SALEM)
LIBERTY STREET COMMERCIAL STREET COUPLET

IX-1705(7) CITY OF SALEM January 15, 1993
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AUDIT SERVICES	560.03
TOTAL NONPARTICIPATING PROJECT COST	$201,619.81
TOTAL PROJECT COST	$2,001,021.17
LESS: FEDERAL FUNDS	-1,509,923.00
LESS: PAYMENTS BY CITY	- 441,560.24
LESS: MARION COUNTY SHARE OF PROJECT COST	- 22,808.63
LESS: STATE SHARE OF PROJECT COST	- .05
AMOUNT DUE	$ 26,729.25

10,122

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE: 9-29-89**

CITY: SALEM **AGREEMENT NO.** 8160 **PROJECT NO.** IX-1705(10)(11)

CONTRACT NO. 10122 **SECTION:** PINE ST. NE-DIVISION ST. NE

PRELIMINARY ENGINEERING PREFIX EA. NO. C324-1907:

	PARTICIPATING	NONPARTICIPATING
Landscape Design	$ 13,249.70	$ 43.68
Final Design	475.29	182.95
Specifications	990.52	103.70
Program Section	151.77	
Technical Services	83.29	
Payments to City	1,105.58	
Audit	47.27	
TOTAL PRELIMINARY ENGINEERING COST	$ 16,103.42	$ 330.33

CONSTRUCTION PREFIX EA. NO. C1022:

	PARTICIPATING	NONPARTICIPATING
Project Manager	$ 15,676.85	$ 100.00
Construction	512.96	
Technical Services	281.41	
Landscape Design	717.44	
Program Section	58.54	
Materials Testing	101.88	
Contract Payments	123,898.99	
Payments to City	376.89	
Accounting	49.41	
TOTAL CONSTRUCTION ENGINEERING COST	$ 141,674.37	$ 100.00

SUMMARY

Total Participating P.E. Cost	$ 16,103.42
Total Participating Const. Cost	141,674.37
TOTAL PARTICIPATING COST	$ 157,777.79

LESS FEDERAL FUNDS:

P.E. (85%)	$ 13,687.90	
Const. (85%)	120,423.21	(134,111.11)
Plus Nonparticipating Costs		430.33
Less City's Advance Deposits:		
AD #84-85	2,850.00	
#85-99	21,100.00	(23,950.00)
BALANCE OWED BY CITY		**$ 147.01**

SS:bkw

10,122

5-18-89

68-81-

EA/SUBJOB ACTIVITY OBJ DETL CHRG UNIT			TOTAL COST TO DATE
C10122 000	TRYON AVE NE-DIVISIO		
010	SUPRV & ADM		
001	REGULAR WORK TIME		
0521	BILLING SYSTEM		10.09
0813	FINAL EST & ENG SUPP		86.96
0821	QUAL CONTRL GRP		77.67
***001	REGULAR WORK TIME	TOTAL	174.72
**010	SUPRV & ADM	TOTAL	174.72
020	TRN COURS CONF SEM		
100	IN-ST TRVL MEAL & MI		
8045	PROJ MGR 8045 REG 2		8.00
***100	IN-ST TRVL MEAL & MI	TOTAL	8.00
**020	TRN COURS CONF SEM	TOTAL	8.00
144	MTCE TRAF SIG		
001	REGULAR WORK TIME		
2043	REG 2 ELEC		98.31
***001	REGULAR WORK TIME	TOTAL	98.31
550	RENT OF EQT-ASSGN		
2043	REG 2 ELEC		42.00
***550	RENT OF EQT-ASSGN	TOTAL	42.00
**144	MTCE TRAF SIG	TOTAL	140.31
199	WORK DONE FOR OTHERS		
450	HARDW & ELEC MATL		
2000	REGION 2		11.44
***450	HARDW & ELEC MATL	TOTAL	11.44
**199	WORK DONE FOR OTHERS	TOTAL	11.44
899	ACTIV NOT ON SRC DOC		
001	REGULAR WORK TIME		

EA/SUBJOB ACTIVITY OBJ DETL CHRG UNIT			TOTAL COST TO DATE
C10122 000	TRYON AVE NE-DIVISIO		
899	ACTIV NOT ON SRC DOC		
001	REGULAR WORK TIME		
8045	PROJ MGR 8045 REG 2		430.77
***001	REGULAR WORK TIME	TOTAL	430.77
130	STATNY & OFC SUPP EX		
8045	PROJ MGR 8045 REG 2		49.60
***130	STATNY & OFC SUPP EX	TOTAL	49.60
136	PRINT & REPRO		
0500	ACCOUNTING SECTION		6.36
***136	PRINT & REPRO	TOTAL	6.36
302	RETAIN ON CONTR OR A		
0523	BILLINGS AND REVENUE		4,823.20-
8045	PROJ MGR 8045 REG 2		2,881.63
***302	RETAIN ON CONTR OR A	TOTAL	1,941.57-
456	SMALL TOOL PURC		
8045	PROJ MGR 8045 REG 2		4.86-
***456	SMALL TOOL PURC	TOTAL	4.86-
470	SH & FLD SUPP		
8045	PROJ MGR 8045 REG 2		30.29
***470	SH & FLD SUPP	TOTAL	30.29
472	BLDG MATL NOT OTHRWI		
8045	PROJ MGR 8045 REG 2		12.69
***472	BLDG MATL NOT OTHRWI	TOTAL	12.69
501	ODOT - WD PROC		

EA/SUBJOB ACTIVITY OBJ DETL CHRG UNIT			TOTAL COST TO DATE
C10122 000	TRYON AVE NE-DIVISIO		
B99	ACTIV NOT ON SRC DOC		
501	ODOT - WD PROC		
7200	SPECIFICATIONS UNIT		34.00
***501	ODOT - WD PROC	TOTAL	34.00
504	ODOT- BLPRT SVC		
8045	PROJ MGR 8045 REG 2		26.88
***504	ODOT- BLPRT SVC	TOTAL	26.88
548	RENT OF EQT-POOL		
0966	SERVICE STATION		26.00
***548	RENT OF EQT-POOL	TOTAL	26.00
550	RENT OF EQT-ASSGN		
8045	PROJ MGR 8045 REG 2		28.80
***550	RENT OF EQT-ASSGN	TOTAL	28.80
555	HWY DIV - DATA ENT		
0521	BILLING SYSTEM		29.00
0531	DATA ENTRY		3.96
***555	HWY DIV - DATA ENT	TOTAL	32.96
**899	ACTIV NOT ON SRC DOC	TOTAL	1,268.08-
900	PROJ ENG FLD OFC		
001	REGULAR WORK TIME		
2042	GEOL GRP REG 2		427.97
2400	BRG MAINT GRP		587.33
8045	PROJ MGR 8045 REG 2		12,689.36
8054	PROJ MGR 8054 REG 2		14.80
***001	REGULAR WORK TIME	TOTAL	13,719.46
008	SPECIAL PAYMENTS		

EA/SUBJOB ACTIVITY OBJ DETL CHRG UNIT			TOTAL COST TO DATE
C10122 000	TRYON AVE NE-DIVISIO		
900	PROJ ENG FLD OFC		
008	SPECIAL PAYMENTS		
8045	PROJ MGR 8045 REG 2		105.76
***008	SPECIAL PAYMENTS	TOTAL	105.76
030	OVERTIME		
8045	PROJ MGR 8045 REG 2		41.75
***030	OVERTIME	TOTAL	41.75
032	COMPEN TIM EARN		
8045	PROJ MGR 8045 REG 2		30.24
***032	COMPEN TIM EARN	TOTAL	30.24
130	STATNY & OFC SUPP EX		
8045	PROJ MGR 8045 REG 2		7.87
***130	STATNY & OFC SUPP EX	TOTAL	7.87
134	PHOT/VID SUPP & FLM		
8045	PROJ MGR 8045 REG 2		2.99
***134	PHOT/VID SUPP & FLM	TOTAL	2.99
450	HARDW & ELEC MATL		
8045	PROJ MGR 8045 REG 2		8.95
***450	HARDW & ELEC MATL	TOTAL	8.95
470	SH & FLD SUPP		
2042	GEOL GRP REG 2		106.25
***470	SH & FLD SUPP	TOTAL	106.25
550	RENT OF EQT-ASSGN		

EA/SUBJOB ACTIVITY OBJ DETL CHRG UNIT			TOTAL COST TO DATE
C10122 000	TRYON AVE NE-DIVISIO		
900	PROJ ENG FLD OFC		
550	RENT OF EQT-ASSGN		
2042	GEOL GRP REG 2		213.40
8045	PROJ MGR 8045 REG 2		721.83
***550	RENT OF EQT-ASSGN	TOTAL	935.23
**900	PROJ ENG FLD OFC	TOTAL	14,958.50
901	PROJ ENG CONSUL		
001	REGULAR WORK TIME		
2010	CONSTR UNIT REG 2		348.33
7200	SPECIFICATIONS UNIT		30.34
***001	REGULAR WORK TIME	TOTAL	378.67
504	ODOT- BLPRT SVC		
7363	TECH DSIGN CREW		39.32
***504	ODOT- BLPRT SVC	TOTAL	39.32
**901	PROJ ENG CONSUL	TOTAL	417.99
915	LNDSCP DSGN FOR PROJ		
001	REGULAR WORK TIME		
7114	LANDSCAPE CREW		713.23
***001	REGULAR WORK TIME	TOTAL	713.23
504	ODOT- BLPRT SVC		
7114	LANDSCAPE CREW		4.21
***504	ODOT- BLPRT SVC	TOTAL	4.21
**915	LNDSCP DSGN FOR PROJ	TOTAL	717.44
920	PROJECT PROGRAMMING		
001	REGULAR WORK TIME		
0612	STATS & CSH FLO GRP		37.06

EA/SUBJOB ACTIVITY OBJ DETL CHRG UNIT			TOTAL COST TO DATE
C10122 000	TRYON AVE NE-DIVISIO		
920	PROJECT PROGRAMMING		
001	REGULAR WORK TIME		
0631	FEDERAL AID GROUP		21.48
***001	REGULAR WORK TIME	TOTAL	58.54
**920	PROJECT PROGRAMMING	TOTAL	58.54
940	MATERIALS TESTING		
001	REGULAR WORK TIME		
8221	OFFICE GROUP		51.28
***001	REGULAR WORK TIME	TOTAL	51.28
550	RENT OF EQT-ASSGN		
8213	EUG INSP GRP		4.60
***550	RENT OF EQT-ASSGN	TOTAL	4.60
551	HWY DIV. - MATL TST		
8016	PROJ MGR 8016 REG 2		16.00
8045	PROJ MGR 8045 REG 2		30.00
***551	HWY DIV. - MATL TST	TOTAL	46.00
**940	MATERIALS TESTING	TOTAL	101.88
*C10122 000	TRYON AVE NE-DIVISIO	TOTAL	15,320.74

EA/SUBJOB ACTIVITY OBJ DETL CHRG UNIT				TOTAL COST TO DATE
C10122	001	TRYON AVE NE-DIVISIO		
899		ACTIV NOT ON SRC DOC		
148		RNT OR LEAS OFC EQT		
8014		PROJ MGR 8014 REG 2		26.00
***148		RNT OR LEAS OFC EQT	TOTAL	26.00
**899		ACTIV NOT ON SRC DOC	TOTAL	26.00
900		PROJ ENG FLD OFC		
131		STATY & OFC SUPP NON		
8045		PROJ MGR 8045 REG 2		74.00
***131		STATY & OFC SUPP NON	TOTAL	74.00
**900		PROJ ENG FLD OFC	TOTAL	74.00
*C10122	001	TRYON AVE NE-DIVISIO	TOTAL	100.00

EA/SUBJOB ACTIVITY OBJ DETL CHRG UNIT			TOTAL COST TO DATE
C10122 011	TRYON AVE NE-DIVISIO		
201	WK PERFRM BY CONTR		
300	FORM CONTR CONSTR RT		
8045	PROJ MGR 8045 REG 2		4,739.91
***300	FORM CONTR CONSTR RT	TOTAL	4,739.91
302	RETAIN ON CONTR OR A		
***302	RETAIN ON CONTR OR A	TOTAL	.00
349	INT ON VEND PMT		
***349	INT ON VEND PMT	TOTAL	.00
**201	WK PERFRM BY CONTR	TOTAL	4,739.91
899	ACTIV NOT ON SRC DOC		
199	DATA PROC EQT CHG		
8045	PROJ MGR 8045 REG 2		136.18
***199	DATA PROC EQT CHG	TOTAL	136.18
300	FORM CONTR CONSTR RT		
8045	PROJ MGR 8045 REG 2		119,159.08
***300	FORM CONTR CONSTR RT	TOTAL	119,159.08
302	RETAIN ON CONTR OR A		
0523	BILLINGS AND REVENUE		1,941.57
***302	RETAIN ON CONTR OR A	TOTAL	1,941.57
342	COOP PMT MISC		
2060	FEDERAL AID-REGION 2		376.89
***342	COOP PMT MISC	TOTAL	376.89

EA/SUBJOB / ACTIVITY / OBJ DETL / CHRG UNIT			TOTAL COST TO DATE
C10122	011	TRYON AVE NE-DIVISIO	
899		ACTIV NOT ON SRC DOC	
342		COOP PMT MISC	
**899		ACTIV NOT ON SRC DOC TOTAL	121,613.72
*C10122	011	TRYON AVE NE-DIVISIO TOTAL	126,353.63

10,122

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-16-89

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM June 25, 1984

TO August 22, 1985

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

324-1907

IX 1705(10)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
APPN 178					
$16,433.75	16,103.42	85%	13,687.90	13,687.90	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	05/16/89	R J Stucke

Assistant Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	PINE STREET-DIVISION STREET (SALEM) SECTION SALEM CITY STREETS MARION COUNTY					
	Type Code PE Preliminary Engineering					
	State		All Required		$14,950.57	
	City of Salem		All Required		1,105.58	
	Miscellaneous Project Costs					
	Audit Costs		All Required		47.27	
	Total Participating Costs				16,103.42	
	Non-Participating Costs					
	Preliminary Engineering (State)				330.33	
	Total Non-Participating Costs				330.33	
	Total Project Costs				$16,433.75	
	Audit conducted, any adjustments required have been made.					

AMOUNT CARRIED FORWARD .....

			TOT	P1		3.55		10.12	13,[illegible]2.36
			** JOB TOTALS **			3.55	**	10.12 **	13,032.36 **

CONT NO		FA PROJ NOS X10 1705010 100						STATE
324	1907	296	00	N 9	1,931.11CR	11,160.35CR		11,160.35CR
324	1907	298	00	N 9	1,931.11	11,160.35		11,160.35
324	1907	905	00	P 1	.19CR	282.37		282.37

EXPENDITURES & LEDGERS — JUNE 1985 — PAGE 1024

PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
324	1907	912	00	P 1	215.78	12,995.46	12,995.46
324	1907	918	00	P 1		4.10	4.10
324	1907	921	00	P 1		23.00	23.00
324	1907	933	00	P 1	.12CR	24.66	24.66
324	1907	933	00	P 1	.04	15.74	15.74
		TOT		P1	215.51	13,345.33	13,345.33
		** JOB TOTALS **			215.51 **	13,345.33 **	13,345.33 **

CONT NO		FA PROJ NOS PRS 1724001 100						STATE
324	1908	296	00	N 9				638.33CR
324	1908	298	00	N 9				638.33
324	1908	901	00	P 1	281.26	281.26		819.88
324	1908	905	00	P 1				55.61
324	1908	914	00	P 1				100.35
324	1908	920	00	P 1				14.64
324	1908	933	00	P 1	.01CR	2.56		.01CR
		TOT		P1	281.25	283.82		990.50
		** JOB TOTALS **			281.25 **	283.82 **		990.50 **

CONT NO		FA PROJ NOS HES 1555006 100						STATE
324	1909	296	00	N 9		5.17CR		5.17CR
324	1909	298	00	N 9		5.17		5.17
324	1909	901	00	P 1	7.81	7.81		7.81
324	1909	915	00	P 1		5.74		5.74
		TOT		P1	7.81	13.55		13.55
		** JOB TOTALS **			7.81 **	13.55 **		13.55 **

CONT NO		FA PROJ NOS X10 1675006 100						STATE
324	1910	296	00	N 9	18.36CR	747.41CR		747.41CR
324	1910	298	00	N 9	18.36	747.41		747.41
324	1910	905	00	P 1	22.50	694.86		694.86
324	1910	911	00	P 1		133.32		133.32
324	1910	918	00	P 1		3.60		3.60
324	1910	921	00	P 1		9.91		9.91
324	1910	933	00	P 1		38.52		38.52

JOB COST SUMMARY RUN ON 09-28-89
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 09/23/89
FOR EXPENDITURE ACCOUNT C3241907

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C3241907	000	010	001	0521				
OBJ-DETAIL 001								
ACTIVITY 010								SUBTOTAL
C3241907	000	899	504	0100			160.45	
OBJ-DETAIL 504							160.45	
ACTIVITY 899							160.45	SUBTOTAL - landscape
C3241907	000	905	001	7300			30.22	
C3241907	000	905	001	7350			49.89	
C3241907	000	905	001	7360			49.89	
C3241907	000	905	001	7363			33.77	
C3241907	000	905	001	7364			29.15	
OBJ-DETAIL 001							192.92	
C3241907	000	905	130	7300				
OBJ-DETAIL 130								
ACTIVITY 905							192.92	SUBTOTAL Final
C3241907	000	912	504	0100			-135.25	
OBJ-DETAIL 504							-135.25	
ACTIVITY 912							-135.25	SUBTOTAL - landscape
C3241907	000	914	001	7700			28.70	
OBJ-DETAIL 001							28.70	
ACTIVITY 914							28.70	SUBTOTAL - utility
C3241907	000	915	001	7114			262.63	
OBJ-DETAIL 001							262.63	
C3241907	000	915	504	7114			-23.50	
OBJ-DETAIL 504							-23.50	
ACTIVITY 915							239.13	SUBTOTAL - landscape
C3241907	000	920	001	0600			47.33	
C3241907	000	920	001	0631			104.44	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 09-28-89
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 09/23/89
FOR EXPENDITURE ACCOUNT C3241907

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
OBJ-DETAIL 001							151.77	
ACTIVITY 920							151.77	SUBTOTAL
C3241907	000	921	001	7000			27.64	
C3241907	000	921	001	7200			626.92	
OBJ-DETAIL 001							654.56	
C3241907	000	921	136	0500			312.96	
OBJ-DETAIL 136							312.96	
C3241907	000	921	501	0100				
OBJ-DETAIL 501								
ACTIVITY 921							967.52	SUBTOTAL
C3241907	000	990	001	0521			-10.09	
OBJ-DETAIL 001							-10.09	
ACTIVITY 990							-10.09	SUBTOTAL
SUB-JOB 000 SUBTOTAL							~~1,595.15~~	
C3241907	010	010	001	0521			10.09	
OBJ-DETAIL 001							10.09	
ACTIVITY 010							10.09	SUBTOTAL
C3241907	010	905	130	7300			22.50	
OBJ-DETAIL 130							22.50	
ACTIVITY 905							22.50	SUBTOTAL
C3241907	010	912	504	0100			160.45	
OBJ-DETAIL 504							160.45	
ACTIVITY 912							160.45	SUBTOTAL
C3241907	010	915	504	7114			23.50	
OBJ-DETAIL 504							23.50	
ACTIVITY 915							23.50	SUBTOTAL

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 09-28-89
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 09/23/89
FOR EXPENDITURE ACCOUNT C3241907

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C3241907	010	921	136	0500			12.70	
OBJ-DETAIL	136						12.70	
C3241907	010	921	501	0100			91.00	
OBJ-DETAIL	501						91.00	
ACTIVITY	921						103.70	SUBTOTAL
C3241907	010	990	001	0521			10.09	
OBJ-DETAIL	001						10.09	
ACTIVITY	990						10.09	SUBTOTAL
SUB-JOB	010	SUBTOTAL					330.85	
C3241907	011	050	001	0570			47.27	
OBJ-DETAIL	001						47.27	
ACTIVITY	050						47.27	SUBTOTAL
C3241907	011	899	299	0100			13,345.33	***
OBJ-DETAIL	299						13,345.33	
C3241907	011	899	341	2060			871.40	
OBJ-DETAIL	341						871.40	
ACTIVITY	899						14,216.73	SUBTOTAL
C3241907	011	901	341	2060			234.18	
OBJ-DETAIL	341						234.18	
ACTIVITY	901						234.18	SUBTOTAL
C3241907	011	990	001	0521			10.09	
OBJ-DETAIL	001						10.09	
ACTIVITY	990						10.09	SUBTOTAL
SUB-JOB	011	SUBTOTAL					14,508.27	
EA	C3241907	TOTAL					16,433.75	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

10,122

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-13-89

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM July 31, 1985

TO December 2, 1988

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IX-1705(11)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$141,774.37	141,674.37	85%	120,423.21	120,423.21	-0-

177

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	04/13/89	R J Stucki Assistant Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	TRYON AVE. N.E. - DIVISION ST. N.E. (SALEM) SECTION LIBERTY AND COMMERCIAL STREETS MARION COUNTY					
	Participating Project Cost Type Code Y003 Landscaping (Sta. 292+29.64 thru Equa. 308+35=1013+50 to Sta. 24+66.30)	0+00.25	thru Equa		56+22.41=	
	Final Payment Contract Summary				$123,898.99	
	Install Water Meter (City of Salem)				376.89	
	Install Power Connection (State)				151.75	
	Total Landscaping Cost				124,427.63	
	Construction Engineering Project Cost					
	Engineering				17,246.74	
	Total Construction Engineering Cost				17,246.74	
	Total Participating Cost				141,674.37	
	Non-Participating Project Cost					
	Engineering				100.00	
	Total Non Participating Cost				100.00	
	Total Project Cost				$141,774.37	
	Audit conducted, any adjustments required have been made.					

AMOUNT CARRIED FORWARD .....

JOB COST SUMMARY RUN ON 09-28-89
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 09/23/89
FOR EXPENDITURE ACCOUNT C10122

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
C10122	000	010	001	0521			~~10.09~~ - acc
C10122	000	010	001	0813			~~86.96~~ - const
C10122	000	010	001	0821			~~77.67~~ - const
OBJ-DETAIL 001							~~174.72~~
ACTIVITY 010							~~174.72~~ SUBTOTAL
C10122	000	020	100	8045			8.00
OBJ-DETAIL 100							8.00
ACTIVITY 020							~~8.00~~ SUBTOTAL training-trim.
C10122	000	144	001	2043	SF		98.31
OBJ-DETAIL 001							98.31
C10122	000	144	550	2043	SF		42.00
OBJ-DETAIL 550							42.00
ACTIVITY 144							~~140~~.31 SUBTOTAL tech saw
C10122	000	199	450	2000	SF		11.44
OBJ-DETAIL 450							11.44
ACTIVITY 199							~~11~~.44 SUBTOTAL tech saw.
C10122	000	899	001	8045			~~430.77~~
OBJ-DETAIL 001							~~430.77~~ - pm
C10122	000	899	130	8045			~~49.60~~
OBJ-DETAIL 130							~~49.60~~ - pm
C10122	000	899	136	0500			~~6.36~~
OBJ-DETAIL 136							~~6.36~~ - acc
C10122	000	899	302	R			~~-1,941.57~~
OBJ-DETAIL 302							~~-1,941.57~~ retainage
C10122	000	899	456	8045			~~-4.86~~
OBJ-DETAIL 456							~~-4.86~~ - pm
C10122	000	899	470	8045			~~30.29~~
OBJ-DETAIL 470							~~30.29~~ - pm

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 09-28-89
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 09/23/89
FOR EXPENDITURE ACCOUNT C10122

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
C10122	000	899	472	8045			12.69
							12.69
OBJ-DETAIL 472							
C10122	000	899	501	7200			34.00
							34.00
OBJ-DETAIL 501							
C10122	000	899	504	8045			26.88
							26.88
OBJ-DETAIL 504							
C10122	000	899	548	0966			26.00
							26.00
OBJ-DETAIL 548							
C10122	000	899	550	8045			28.80
							28.80
OBJ-DETAIL 550							
C10122	000	899	555	0521			29.00
C10122	000	899	555	0531			3.96
							32.96
OBJ-DETAIL 555							
ACTIVITY 899							-1,268.08 SUBTOTAL
C10122	000	900	001	2042			427.97
C10122	000	900	001	2400			587.33
C10122	000	900	001	8045			12,689.36
C10122	000	900	001	8054			14.80
OBJ-DETAIL 001							13,719.46
C10122	000	900	008	8045			105.76
OBJ-DETAIL 008							105.76
C10122	000	900	030	8045			41.75
OBJ-DETAIL 030							41.75
C10122	000	900	032	8045			30.24
OBJ-DETAIL 032							30.24
C10122	000	900	130	8045			7.87
OBJ-DETAIL 130							7.87
C10122	000	900	134	8045			2.99
OBJ-DETAIL 134							2.99
C10122	000	900	450	8045			8.95

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 09-28-89
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 09/23/89
FOR EXPENDITURE ACCOUNT C10122

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
OBJ-DETAIL 450							8.95
C10122	000	900	470	2042			106.25
OBJ-DETAIL 470							106.25
C10122	000	900	550	2042			213.40
C10122	000	900	550	8045			721.83
OBJ-DETAIL 550							935.23
ACTIVITY 900							14,958.50 SUBTOTAL
C10122	000	901	001	2010			348.33
C10122	000	901	001	7200			30.34
OBJ-DETAIL 001							278.67
C10122	000	901	504	7363			39.32
OBJ-DETAIL 504							39.32
ACTIVITY 901							417.99 SUBTOTAL
C10122	000	915	001	7114			713.23
OBJ-DETAIL 001							713.23
C10122	000	915	504	7114			4.21
OBJ-DETAIL 504							4.21
ACTIVITY 915							717.44 SUBTOTAL
C10122	000	920	001	0612			37.06
C10122	000	920	001	0631			21.48
OBJ-DETAIL 001							58.54
ACTIVITY 920							58.54 SUBTOTAL
C10122	000	940	001	8221			51.28
OBJ-DETAIL 001							51.28
C10122	000	940	550	8213			4.60
OBJ-DETAIL 550							4.60
C10122	000	940	551	8016			16.00
C10122	000	940	551	8045			30.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 09-28-89
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 09/23/89
FOR EXPENDITURE ACCOUNT C10122

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
OBJ-DETAIL 551							46.00
ACTIVITY 940							101.88 SUBTOTAL
SUB-JOB 000 SUBTOTAL							15,520.74
C10122 001		899	148	8014			26.00
OBJ-DETAIL 148							26.00
ACTIVITY 899							26.00 SUBTOTAL
C10122 001		900	131	8045			74.00
OBJ-DETAIL 131							74.00
ACTIVITY 900							74.00 SUBTOTAL
SUB-JOB 001 SUBTOTAL							100.00
C10122 011		201	300	8045			4,739.91
OBJ-DETAIL 300							4,739.91
C10122 011		201	302	R			
OBJ-DETAIL 302							
C10122 011		201	349	8045			
OBJ-DETAIL 349							
ACTIVITY 201							4,739.91 SUBTOTAL
C10122 011		899	199	8045			136.18
OBJ-DETAIL 199							136.18
C10122 011		899	300	8045			119,159.08
OBJ-DETAIL 300							119,159.08
C10122 011		899	302	R			1,941.57
OBJ-DETAIL 302							1,941.57
C10122 011		899	342	2060			376.89
OBJ-DETAIL 342							376.89
ACTIVITY 899							121,613.72 SUBTOTAL

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 09-28-89
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 09/23/89
FOR EXPENDITURE ACCOUNT C10122

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
SUB-JOB	011	SUBTOTAL					126,353.63
EA	C10122	TOTAL					141,774.37

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

10.122 jc cc: OSHD (D. Forbes)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Marion	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
12/1/88	Mark J. Clausen, Highway Engineer Trainee	IX-1705(11)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
2/6/86	6/22/88	See Below %	S.C.D. 2/28/86

LOCATION

Tryon Ave. N. E. Division St. NE (Salem) - North Liberty-Commercial Couplet

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

TRYON AVE. - N. E. DIVISION ST.
N. E. (SALEM) S. E.
Roadside Improvement

This project provided for placing topsoil, soil conditioner, bark mulch, etc., planting street trees, shrubs and ground covering, and installing an irrigation system in one section of the project.

The contract for this project was awarded to Ben Fox/Aichele Landscaping, Inc., Portland, Oregon in the amount of $122,845.60. The final amount of the original contract bid items was $123,023.99. This amounted to an overrun of $178.39. The final cost of the project including all changes and engineering was $141,737.36.

The project had a specified completion date of February 28, 1986. The contractor completed work on February 6, 1986, therefore no liquidated damages were assessed.

All participating work has been completed.

A final inspection of the completed work was made on March 4, 1988.

- MJC -

Copy sent 12-6-88. W

RECEIVED
STATE HWY ENGR
DEC 05 '88
ASSIGNED TO
Husby
FOR
INFO | INVES | ROUGH DRAFT | DIRECT REPLY | SIGN | ACT | FILE

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Mark J. Clausen		SIGNATURE: D. Steinbach	
TITLE: Highway Engineer Trainee	DATE: 12-2-88	TITLE: District Engineer	DATE: 12/2/88

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

August 25, 1988

CON 5 - 10,122

Industrial Indemnity Company
of the Northwest
Bond Department
101 S. W. Main
Suite 1300
Portland, OR 97204

On June 27, 1988, we wrote to you concerning release of final payment on Contract No. 10,122 awarded to Aichele Landscaping, Inc. and Ben Fox, Inc., a JV, for landscaping on the Tryon Avenue N.E.-Division Street N.E. (Salem) Section of N. Liberty-Commercial Couplet in Marion County.

Final payment on this contract is $4,991.43 and the total contract amount is $123,898.99. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Aichele Landscaping, Inc. and
Ben Fox, Inc., a JV
11360 S. E. Stevens Road
Portland, OR 97266

bc: Kenneth E. Husby
Thomas D. Lulay
Bill Anhorn

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10122

TO: Manager
Commission Services

DATE: June 22, 1988

FROM: Donald E. Forbes
State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10122 , On Site Work Substantially Completed February 6, 1986

All Work Completed February 25, 1988

Project Tryon Ave. NE-Division St. NE (Salem)

Highway FAU 1705 (N. Liberty-Commercial Couplet)

County Marion

Type of Work Roadside Improvement

Contractor Aichele Landscaping

BMW:hh

cc: Kenneth E. Husby
B. M. Walton

CPC/FM2

SURETY LETTER WRITTEN 6/27/88

RECEIVED
JUN 23 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10/122

OREGON DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING	March 21, 1987
PROJECT NAME (SECTION)	Tryon Avenue - Division Street
CONTRACT NO	C10122
HIGHWAY	FAU 1705
COUNTY	Marion
F A PROJECT NO	IX-1705 (11)
CONTRACTOR	Ben Fox / Aichele Inc.
KIND OF WORK	Roadside Improvement
DATE OF AWARD	Sept. 17, 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION	$ 141,803.24
ESTIMATED PROJECT COST	$ 137,237.31
ESTIMATED PERCENT OVERRUN/UNDERRUN	1.0 %

ENGINEERING

AUTHORIZATION	$ 11,149.87
COST THIS WEEK	$ 0.00
TOTAL TO DATE	$ 11,312.37
PERCENT OF AUTHORIZATION	101 %

FIRST NOTIFICATION DATE	Nov. 12, 1985
ESTIMATED DATE OF COMPLETION, OR	Feb. 28, 1986
SECOND NOTIFICATION DATE AND	
ESTIMATED SEMIFINAL SUBMITTAL DATE	

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
Plts	02/28/86	0	0.0	0	Yes
Estb	10/31/87	0	0.0	0	Yes
	/ /	0	0.0	0	
	/ /	0	0.0	0	

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED
99 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	00
ORIG. CONTRACT QUANTITIES	0 00	0 00	0 00			
EST. CORRECTED QUANTITIES	0 00	0 00	0 00			
EST. PERFORMED TO DATE	0 00	0 00	0 00			
PERCENT PERFORMED TO DATE	0	0	0	0	0	0

ACTIVITIES THIS WEEK:

NONE

PROJECT VISITORS:
NONE

ACTIVITIES ANTICIPATED NEXT WEEK:

NONE

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):
Project still in Establishment period. Some plant replacements made.

PROJECT MANAGER (SIGN)
Lee Franklin
Lee Franklin

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1705(11)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 00091

2A. COUNTY NAME: Marion

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUN 18 '86
INTER-OFFICE
Peter

7. DATE AUTHORIZATION EFFECTIVE: November 14, 1985

8. FEDERAL ROUTE NUMBER: FAU 1705

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

Tryon Ave. N. E. - Division St. N. E.

11. GENERAL DESCRIPTION OF WORK

Install water meter for irrigation system.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/14/85 as requested in Mr. Fredrickson's letter of 6/9/86 as being cost effective for the use of City of Salem forces to proceed with the above work.

State Force Order No. 2 and 2 Revised is approved to a TEC of $950;
Federal Funds $807.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/18/86	C. A. Christianson	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPO[illegible]TION
FEDERAL HIGHWAY ADMINI[illegible]ATION

1. FEDERAL-AID PROJECT NO. IX-1705(11)

2. STATE PROJECT NO. See Below

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00091

2A. COUNTY NAME
Marion

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
November 12, 1985

8. FEDERAL ROUTE NUMBER
FAU 1705

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
Tryon Ave. N. E. - Division St. N. E. (Salem)

11. GENERAL DESCRIPTION OF WORK
Provide water for plant establishment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/12/85 as requested in Mr. Fredrickson's letter of 5/16/86 as being cost effective for the use of City of Salem forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $250;
Federal Funds $212.

RECEIVED
STATE HWY ENGR
MAY 30 '86
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE 5/28/86

15. SIGNATURE OF APPROVING OFFICIAL [signature]

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Tryon Ave - Division St. NE
Liberty/Commercial Couplet
Project Managers Narrative

General

Work started on November 12, 1985 and all planting was completed on February 6, 1986 (3+ Weeks ahead of time). Aichele-Ben Fox was the contractor on the project and did all of the work on the project except for clearing & grubbing which was subbed out to Dirt & Aggregate.

Performance

The contractor was well organized and conscientious about their work. This resulted in a good job with relatively few problems. Reaction by the general public was generally favorable. However, several people, who lived along the project, didn't like their plants and grass removed from the planting beds and didn't like having trees planted in front of their houses. During the removal of an existing curb it was discovered that a water line to a business was leaking. The contractor repaired it because of the possibility he caused the leak.

Intermediate Inspection

The Intermediate Inspection was on February 18, 1986. Present were representative of Region 2, Landscaping, the FHWA, and the City of Salem. The project was approved to start the establishment period. The City requested removal of the tree stakes at the end of the first growing season.

Temporary Protection and Direction

The only lane closures required were during the tree falling, mulching and blowing of bark. This was due to the contractor using the bike lanes for parking construction equipment and carrying all materials across the road. All lane closures were set up after 8:00 A.M. and removed before 4:00 P.M. eliminating most inconvenience to the traveling public. The only flagging used on the project was during the period of tree falling. This resulted in using only 15 of the 80 hours allotted on the bid item.

Note: It was observed during the project that several cars traveling south on Commercial would make a left hand turn at the south end of the Tryon Street island. This would place them counterposed to the southbound Parkway traffic. It is felt that there may be a need for additional permanent signing to help remedy this situation.

REFERRED TO
Mann Cano Henry
Dayton Eriksen Gertin
Baker Anderson
King Louie Lau
Return Discuss Do File Due
By FINAL DESIGN ENGINEER
M Anderson

1 RDE
2 FDE RK
SE
LE
LFE
GTE
PDE
PDS
BPM

RECEIVED
MAR 27 1986
ROAD DESIGN SECTION

LPC
LDS
RWD
FLC
OFFICE
Copy All
Return To file

Tryon Ave - Division St. NE
Liberty/Commercial Couplet
Project Managers Narrative

Landscaping

Bid Item # 6 Clearing & Grubbing

Clearing & Grubbing was subbed out to Dirt & Aggregate. They used a front end loader and cut the trees down in sections. The only real problem was the large maple by the Trophy shop at the corner of Commercial & Columbia which was very close to the building. A few small branches hit the roof & front of the building but no damage was done.

There was also 1 birch tree that the plans showed as staying but, we removed after checking with the City. Russ Richards (City of Salem) explained that it was originally intended for the tree to be removed but it was inadvertently left off the plans. No request was made for additional money as there was also 1 tree that was shown as coming out that didn't exist.

Bid Item # 7 Aggregate Base

It was found that no one made a 3/4"-No. 4 coarse PCC aggregate as a single size. What is made is a 3/4"-1/2" and a 1/2"-No.4 in two separate piles.

Bid Item # 9 Street Trees

Two trees were eliminated; 1 Scanlon Red Maple on the west side of Commercial between Pine & Grove where a concrete slab had been poured in the plant bed and 1 Scanlon Red Maple on the east side of Liberty between Gaines & Hood where 2 existing trees were much closer to a driveway than was shown on the plans.

All other trees were planted as specified in the plans.

Bid Item # 12 Furnishing & Planting Groundcover

Groundcover was planted in beds according to specifications. The quantity planted (38,500) was substantially under bid quantities (44,600) Because the beds were narrow, partial rows were lost through out most of the project (example a 5' bed would require 3 1/3 rows where as the actual amount planted would be 3 rows). The final count is being protested and reviewed by the contractor.

Tryon Ave - Division St. NE
Liberty/Commercial Couplet
Project Managers Narrative

Bid Item # 14 Soil Conditioner

Soil conditioner was added to all plant beds. The quantity delivered (790 cy) was substantially over bid quantities (620 cy). The specifications didn't call for a +/- depth. Therefor the depth specified was used as a minimum which created an overrun on the estimated quantity.

Bid Item # 15 Bark Mulch

Bark Mulch was blown onto beds to a 2" minimum depth. Quantities delivered (104 units) was over bid quantities (95 units) because actual depth was 2-2 1/4". Specifications should allow for a +/- or estimated quantity should be increased.

Bid Item # 16 Irrigation System

All pipe & fittings for the system were certified. The system was installed & tested according to specifications. The system failed on the first pressure test but it was found to be a faulty valve on the testing equipment. The air valve was installed on the wrong side of the double check valve (shown wrong on the plans) and had to be moved. This was pointed out by the City of Salem Inspector. The contractor moved the valve without claiming any additional compensation to date.

Bid Item # 17 Black Plastic Edging

Edging is Ryerson EZ Lok installed around the trees where specified on the plans. There were no problems or difficulties with using this product.

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: TRYON-DIVISION — CONTRACT NO.: C10122
HIGHWAY: LIBERTY-COMMERCIAL COUPLET — EA:C10122
COUNTY: MARION — FED. AID NO.: FAU-1705

SUMMARY

ITEM	ORIGINAL	SEMI-FINAL	+/- %
BID ITEMS	$ 121,654.60	$ 123,007.94	+ 1.0%
ANTICIPATED ITEMS	$ 2,232.84	$ 2,232.84	0.0%
CONTINGENCIES	$ 5,574.93	$ 2,000.00	-64 1%
ENGINEERING	$ 11,149.87	$ 11,149.87	0.0%
LIQUIDATED DAMAGES	$		
TOTAL	$ 140,612.24	138,390.65	- 1.6%

All substantial changes were evaluated & only those listed below meaningfully affected the total project cost. An amount equal to almost 1.00% of the total project cost was considered to be substantial.

ITEM NO.	ITEM	UNIT	ORGINAL	SEMI-FINAL	$VALUE	+/-%
5	Flagging	Hrs	80	15	-$1105	-81%

Flagging was under due to the fact that the work could be done without stopping traffic.

12	Groundcover	Each	44,608	38,579	-$2713	-14%

Underrun due to narrow areas which left a fractional part of the 18" centers unplanted (Examle: 5' bed / 18" = 3.33 rows, actual planting 3 rows.)

14	Soil Conditioner	c/y	620	788.8	+$2532	+27%

Overrun due to depth being appox. 2.25-2.5".

15	Bark Mulch	Units	95	115.4	+$2929	+21%

Overrun due to plans call for 2" minimum depth (actual depth 2-2.25").

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1705(11)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 00091

2A. COUNTY NAME: Marion

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: November 14, 1985

8. FEDERAL ROUTE NUMBER: FAU 1705

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

Tryon Ave. N. E. - Division St. N. E. Section

11. GENERAL DESCRIPTION OF WORK

Installation of Power Service for the Irrigation System Controller

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON A ~~XXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/14/85 as requested in Mr. Fredrickson's letter of 2/28/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $250;
Federal Funds $212.

RECEIVED
STATE HWY ENGR
MAR 17 '86
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to 3/17

14. DATE: 3/13/86

15. SIGNATURE OF APPROVING OFFICIAL: D. K Hansen

16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE COPY

jc cc: HD (L. W. Rulien)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Marion	Oregon

IN COMPANY WITH: Ken Husby, Lee Franklin, OSHD: City of Salem and the Contractor

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
2/18/86	W. H. Kappus, Area Engineer	IX-1705(11)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	98 %	100 %

TRYON AVE. - DIVISION ST.
LIBERTY/COMMERCIAL COUPLET (FAU 1705)
Roadside Improvement

This project provided for placing topsoil, soil conditioner, bark mulch, etc., planting street trees, shrubs and ground cover, and installing an irrigation system in one section of the project.

The contract work was awarded to Ben Fox/Aichele Inc. on September 17, 1985. Work started November 12, 1985 and was completed February 18, 1986. There were no overruns or underruns and no contract claims are anticipated.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended with the completion of the specified 2-year establishment period.

- WHK -

NOTED
W. E. SCHWARTZ

RECEIVED
HWY ENGR
APR 9 '86
REFER TO
Fredrickson
CJ
4/10

Form FHWA-1446A

10-122

TO BE COMPLETED BY FHWA		STATE
9-113 - 114	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 9-17-85	Oregon
		COUNTY Marion
		PROJECT NO. IX-1705(11)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Tryon Ave. N.E.-Division St. N.E. (Salem)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-31-85	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 140,611.00	$ 119,518.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

~~XXX~~For: L.W. Rulien, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator SEP 19 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

G-File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 13, 1985

Federal Aid Project No. IX-1705(11)

Tryon Ave. N.E. - Division St. N.E. (Salem) Section
Liberty and Commercial Streets
Marion County

PROJECT AGREEMENT ESTIMATE

Type Code Y003
Landscaping (Sta. 292+29.64 thru Equa. 308+35 = 10+00.25 thru Equa. 56+22.41 = 13+50 to Sta. 24+66.30)

Mobilization	Lump Sum	All	Lump Sum	$ 10,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	3,000.00
Temporary Signs	Sq. Ft.	231	5.00	1,155.00
Temporary Barricades	Each	2	100.00	200.00
Flaggers	Hour	80	17.00	1,360.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	20,000.00
Aggregate Base	Cu. Yd.	6	20.00	120.00
Concrete Curbs	Lin. Ft.	22	20.00	440.00
Furnishing and Planting Street Trees	Each	397	50.00	19,850.00
Furnishing and Planting Shrubs, No. 1 Containers	Each	204	5.00	1,020.00
Furnishing and Planting Shrubs, No. 2 Containers	Each	861	8.00	6,888.00
Furnishing and Planting Groundcover	Each	44,608	0.45	20,073.60
Furnishing and Placing Topsoil	Cu. Yd.	276	8.50	2,346.00
Soil Conditioner	Cu. Yd.	620	15.00	9,300.00
Bark Mulch	Unit	95	145.00	13,775.00
Irrigation System	Lump Sum	All	Lump Sum	10,000.00
Black Plastic Edging	Lin. Ft.	453	4.00	1,812.00
Header Board	Lin. Ft.	105	3.00	315.00
				$ 121,654.60

ANTICIPATED ITEMS

EEO/Labor Compliance Monitoring (0.5%)	All Required	$ 732.84
	Subtotal	$ 122,387.44
	Engineering	16,521.56
	Total	$ 138,909.00

Length of Project ---------- 0.0 mile

RETAIN IN RESERVE

Relocate Permanent Sign Left Sta. 37+65	All Required	$ 50.00
1-1/2-inch Water Meter	All Required	950.00
Water During Establishment Period	All Required	250.00
Irrigation Controller, Power Connection	All Required	250.00
	Subtotal	$ 1,500.00
	Engineering	202.00
	Total	$ 1,702.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Landscape	$138,909.00	$118,072.00	$20,837.00
Reserve	1,702.00	1,446.00	256.00
TOTAL	$140,611.00	$119,518.00	$21,093.00

Group 010 = 0% Group 011 = 100%
Contract No. 10,122
Prefix: C324-1907 P.E.
Prefix: C10122
Appn Code: 177
CPL:DRH:me

10,122

CITY OF SALEM, OREGON
City Hall / 555 Liberty St.
Zip Code 97301
Public Works Department

September 13, 1985

Refer to: W.O. #770320

Office of the State Treasurer
158 State Capitol Building
Salem, OR 97310

Gentlemen:

SUBJECT: North Liberty Street - Commercial Street Landscaping
Tryon Avenue to Division Street Section
Advance Construction Deposit

This is in response to Gary Potter's letter of August 28, 1985 (copy attached), requesting the City's advance construction deposit for the North Liberty Street-Commercial Street Couplet landscaping.

Enclosed is the City's limited power of attorney to provide the requested deposit.

Sincerely,

Marlin D. Brinkley

Marlin D. Brinkley, P.E.
City Engineer

RWL:dh
Enclosure

cc: Oregon State Highway Accounting, Room 434, Transp. Bldg.
Gary Potter, OSHD Manager, Program Section
Richard Sjolander, OSHD Region 2, Federal Aid Specialist
Cliff Lehman, OSHD Region 2, Project Manager
Ralph W. Lambert, Chief Design Engineer

PROGRAM SECTION
MANAGER BJ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
SEP 16 1985
REFER TO Lou Bragg (Zehnder)
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

44

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

August 28, 1985

RECEIVED
SEP 03 1985
CITY OF SALEM
PUBLIC WORKS

Ronald J. Merry
Director of Public Works
City Hall
555 Liberty Street
Salem, OR 97301

Subject: Tryon Ave. N.E. - Division St. N.E.
N. Liberty/Commerical Couplet
IX-1705(11)

Dear Ron:

On August 22 the Highway Division received a satisfactory bid from Aichele Landscaping, Inc. and Ben Fox, Inc., 11360 S.E. Stevens Road, Portland, Oregon 97266, for landscaping work on the subject project.

In keeping with the terms of the Local Agency Agreement No. 8160, the City is required to submit an advance deposit at this time. The City share and advance deposit is computed as follows:

Contractor's Bid		$121,654.60
Anticipated Additional Items:		
Permanent Signing	$ 50.00	
1-1/2" Water Meter	950.00	
Water During Establishment Period	250.00	
Irrigation Controller Power Connection	250.00	
EEO Monitoring	723.84	2,232.84
SUBTOTAL		$123,887.44
Contingencies (4-1/2%)		5,574.93
Engineering (9%)		11,149.87
TOTAL CONSTRUCTION COST		$140,612.24

CITY SHARE & ADVANCE DEPOSIT:

15% of $140,612.24 = $ 21,091.83

ROUNDED = 21,100.00

Form 734-3122

Please submit your $21,100 deposit, which should arrive no later than September 13, 1985, using one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

GEZ:me
Attachment

IRREVOCABLE
LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The City of Salem (*Local Government Unit*) hereby appoints the Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division, and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller; for the State of Oregon, for the purpose of depositing the proceeds of such warrants to the account of the Oregon State Department of Transportation, Highway Division, with the State Treasurer.

The City of Salem (*Local Government Unit*) has deposited with the State of Oregon Investment Pool the sum of $ 21,100.00 in Account No. 4927. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with (*Project Name*) North Liberty Street-Commercial Street Couplet

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by City of Salem (*Local Government Unit*) this 12th day of September, 1985 by a vote of the majority of a quorum of its governing body.

Sue Harris — Mayor

Ramona Hudson — Recorder

Form No. 734-1912 (REV 10-93)

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-1705(11)

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
00091

2A. COUNTY NAME
Marion

RECEIVED
STATE HWY ENGR
AUG - 8 '85
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

6. TO

Mr. E. S. Hunter
Acting State Highway Engineer
State of Oregon
Salem, Oregon 97310

Orig w/ 10 att. 8/8

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
July 31, 1985	FAU 1705	City Street

10. GENERAL LOCATION:
Tryon Ave. N. E. - Divison St. N. E. Section

11. GENERAL DESCRIPTION OF WORK
Landscape

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)*
  Anticipated items as shown in your "PS&E" Estimate dated 7-29-85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 7-29-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $169,181; Federal Funds $143,803.

A signed copy of the Title Sheet is returned herewith.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/6/85	G. K. Hansen	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,122

CITY OF SALEM, OREGON
City Hall / 555 Liberty St
Zip Code 97301
Public Works Department

July 18, 1985

Refer to: W.O. #770320

Richard Sjolander
Region Federal Aid Specialist
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem, OR 97310

Dear Mr. Sjolander:

SUBJECT: North Liberty Street-Commercial Street Landscaping
Tryon Avenue to Division Street Section
Plan Approval

This is in response to your letter dated June 18, 1985 requesting the City's approval of the landscaping plans for the North Liberty Street-Commercial Street Couplet project.

Enclosed is one set of plans approved by the City of Salem. These plans are approved subject to one requested change.

The plans show 451 Bearberry Cotoneaster (Cotoneaster Dammeri) to be planted. Our Parks Department advises that this plant is very susceptible to fire blight. There is no control available for this disease. The local nurseries do not generally stock this plant due to the fire blight disease problem. A possible substitute plant would be Vinca Minor. Please revise the plans to substitute some other shrub for Cotoneaster Dammeri.

Sincerely,

Marlin D. Brinkley, P.E.
City Engineer

RWL:dh
Enclosures

cc: Russ Richards, Parks Planner
Frank Bellinghausen, Parks Superintendent
Ralph W. Lambert, Chief Design Engineer

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Planting Details & Summary
3	Planting Plan
3A	Irrigation Plan
4-15 Incl.	Planting Plan

REGISTERED PROFESSIONAL ENGINEER 6482 OREGON JULY 11, 1985 RICHARD A. KUEHN

TRYON AVI

Drg. Nos.
L-1025 — Standard Planting Details
L-1014, 1015 — Standard Irrigation Details
Not included

EQUATIC

EQUATION-

APPROVED 7/17/85 As Noted
DATE

Marlin D. Smithley
~~COUNTY~~ ENGINEER
City

FORM NO 734 1 R83

10,122 — 7-18-85

Section Tryon Ave. NE - Division St. NE (Salem) Programming Estimate $ 125,000

Highway FAU 1705 (N. Liberty - Commercial Cpld) Project Length _____

County Marion Completion Time Dec 31, 1985

Kind of Work Landscaping Est. Comp. Date _____

Prefix C 324-1907 Letting Date Aug 22, 85 Project No. IX-1705(11)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 114,724

Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing (Relocate left Sta. 37+65)	50 -	
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x _____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
2nd year Establishment Period	30,457 -	
4 inch water meter	850 -	
Water during Establishment Period (Irrig. area)	250 -	
Irrigation Controller Power Connection	250	
EEO/Labor Compliance Monitoring	573 62	
Adjust Utilities:		
_____		
_____		
		$ 32,530 62 ✓
Subtotal		$ 147,254 62
Contingencies (4-1/2%)		6,626 46
Engineering (~~8~~ 9 ~~10~~%)		13,252 92
Subtotal		$ 167,134 00
Credit for _____		
Estimated Net Authorization, Construction		$ 167,134 00

APPROVED cc: Rick Sjolander

Road Design Engineer

7/18/85 9:50 AM

Revised 7-18-85 EE

Rev. 11/81

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	REFERENCE NAME/PHONE	COUNTY	SHEET
Tryon Ave. N.E. - Division St. NE (Salem)		Marion	1 OF

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Roadside Improvement			7-15-85	Bergstedt

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	AVG. /Sq. UNIT. 7-16-85 ~~RB~~					
	~~THIS ENGINEERING ESTIMATE IS PRICED FOR~~					
	BID LETTING 8-22-85					
	Mobilization		All	All	-	6,000
	Temporary Protection and Direction of Traffic		All	All	—	5,000
	Temporary Signs		Sq. Ft.	231	8 —	1848 —
	Temporary Barricades		Each	2	70	140 —
	Flaggers		Hour	80	10	800 —
	Landscaping					
	Clearing and Grubbing		All	All	-	2,500
	Aggregate Base ~~Aggregate Shoulders~~		Cu. Yd.	6	60	360
	Concrete Curbs		Ln. Ft.	22	20	440
	Furnishing and Planting Street Trees		Each	397	75 —	29,775
	Furnishing and Planting shrubs, No. 1 Containers		Each	655	6 —	3 930
	Furnishing and Planting shrubs, No. 2 Containers		Each	410	10 —	4 100
	Furnishing and Planting Groundcover		Each	44,608	0 65	28 995 2
	Furnishing and Placing Topsoil		Cu. Yd.	276	15 00	4 140
	Soil Conditioner		Cu. yd.	620	13 —	8 060
	Bark Mulch		Unit	95	130 —	12,350
	Irrigation System		All	All	—	5630
	Black Plastic Edging		Ln. Ft.	453	1 10	498 3
	Header Board		Ln. Ft.	105	1 50	157 50
						114,724

ic

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1705(10)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 00091

2A. COUNTY NAME: Marion

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: July 11, 1985

8. FEDERAL ROUTE NUMBER: FAU 1705

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

Tryon Ave. N. E. - Division St. N. E. (Salem) Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Potter's letter of 7-3-85 the following Program Change is approved.

1. Project Location: Change to read "Tryon Ave. N. E. - Division St. N. E. (Salem) Section".

2. Miles: Change to read "1.32".

RECEIVED
STATE HWY ENGR
JUL 16 '85
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig to 7/17

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/15/85	S. K. Hoosman	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,122 — 7-12-85

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 724

County Marion

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX-1705(10) Prefix 324-1907

Project Name Tryon Ave N.E. - Division St N.E. (Salem)
(Landscaping)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

[X] 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

[X] 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

[X] a. There has been no displacement of persons from residences, farms or businesses.

OR

[ ] b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUL 25 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

C. Utilities

[X] 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon, this 12th day of July, 1985

Certified by: Douglas Leith Right of Way Supv 7-19-85

Robert J. Robinson
~~Regional Right of Way Supervisor~~
Acting Economic Development Administrator
Date July 10, 1985

City of Salem

Sue Harris
Mayor

Ramona Hudson
City Recorder

Instructions: Complete A or B and C.
R/W File No. ___

10,122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: July 9, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 00091
Project No. IX-1705(11)
Tryon Ave. N.E.-Division St. N.E. (Salem) Sec.
City Streets
Marion County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on August 22, 1985.

GAP:DRH:jc

Attachments

cc: W. G. Anhorn (Region 2)
Gary Zehner w/att.
General Files

Form 734-3122

12/4

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV 4-61)

July 9, 1985

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
2		City Sts., Tryon Ave. N.E.-Division St. S.E. (Salem)	ADT	N/A	---	---	10	Oregon	41	177	00091

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	7% ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST M.	DESIG.
3	Landscape								IX-	1705(11)			

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
4	Interstate Transfer	Marion	047

NAME OF URBAN AREA: Salem

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	1705 DM	City St.	---

PROGRAM STAGE: ___ 1 OR ___ 2

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
1													
5					PE								
5					ROW								
5					CONST (CODE) Y003	(13)	"Tryon Ave. N.E.-Division Ave. N.E. (Salem) Sec.	0.0	170,000	144,500	---	25,500	
							PROJECT TOTALS	0.0	170,000	144,500	--	25,500	

CARD	CODE	PREPARED BY	
1	1	DRH	

CARD	CODE	PROGRAM APPROVAL DATES	
1	14	10-1-84	

REMARKS: Additional Data: Item No. 00091;
Project No. IX-1705(10)

Key #02518

-over-

USCOMM DUSCOMM-DC 46909-P61

Tryon Ave. N.E.-Division St. N.E. (Salem) Sec.

Remarks continued:

Project Data: Work under this project consists of Landscaping requiring furnishing and planting of trees, shrubs and ground cover, install irrigation system as directed, adjust utilities as required and incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-City Agreement No. 8160 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed July 16, 1984.

Note: 1) This project is Congressional District No. 5.

2) Include in SATS 1985 AE/TIP on Page 13 No. 1.3.15.

10,102

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: July 3, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 00091
Project No. IX-1705(10)
Tryon Ave. N.E.-Division St. N.E. (Salem) Section
City Street
Marion County

I request your approval of a program change to lengthen the northerly end of subject project a distance of 0.22 miles to Tryon Avenue requiring revision as follows:

1. Project Location: Change to read "Tryon Ave. N.E.-Division St. N.E. (Salem) Section".

2. Miles: Change to read "1.32".

DDB:me
cc: R. Oakes
J. Peterson
General Files

Form 734-3122

10,102

TKH 7-6.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: June 13, 1985

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Merlyn Anderson
Landscape Architect

SUBJECT: Second-Year Plant Establishment Period
Tryon Avenue-Division St. N.E. (Salem)
FAU 1705 (N. Liberty-Commercial Couplet)
Marion County

It was determined on this roadside development project that irrigation would require cutting new pavement and involve extraordinary cost. The Salem City Council thus approved our recommendation to request a second-year establishment period in lieu of irrigation (see attached letter).

We now request that funding for this extended establishment period be included in the project. We've worked up a cost estimate for your review and have also included a file memo which explains something about the work.

MA:ML:ge

Attachments

cc Duane Christensen
Don Trout

Form 734-3122

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
DES 20-1

TO: MEMO TO THE FILE

DATE: May 7, 1985
Sent June 13, 1985

FROM: Mike Lucker
Landscape Designer

SUBJECT: Second-Year Plant Establishment Period
Tryon Avenue-Division St. N.E. (Salem)
FAU 1705 (N. Liberty-Commercial Couplet)
Marion County

We have included an anticipated item for a second-year establishment period. This is in lieu of the irrigation system originally requested by the City. The major items needing attention are:

WATERING

A water truck will probably have to be used unless the contractor can arrange on-site sources. In lieu of other sources, the City has bulk water loading stations or can provide a 2-inch meter chained to a fire hydrant on the site.

We will be looking for watering at intervals sufficient to maintain soil moisture levels at the equivalent of 1 inch of water per week. The amount of actual watering is difficult to guess because it will be offet by rainfall. The watering season is 5 months -- May to September.

For ease of record-keeping, we'll probably need to require the contractor to keep a log of watering times and periodic totals of water used (weekly or monthly). Our office is very interested in all this information because we haven't had many second-year establishment periods, and almost no projects with extended watering. It would be good to have a summary of the records that were kept.

WEEDING

The special provisions say weed control areas include hard-surface areas. We'll need to check these areas occasionally, along with the plant beds.

We have noted on Sheet 2 of the plans that "granular pre-emergent herbicide" is not allowed in plant beds. These are products like Casoron, which may harm a groundcover like Hypericum. Casoron could be used just around the trees with no problem.

PLANT REPLACEMENTS

This is included and we would like a total quantity of plants that have to be replaced. We also want all tree stakes removed abut one year from planting and no later than the end of the project.

We'll be here in case questions come up and we'd also like to review the project several times as it progresses. Feel free to call us at 378-3881 to discuss any questions.

ML:ja

cc Marlin Brinkley, City Engineer
Salem Public Works

Robert Maxey, Director
Regional Park & Recreation Agency

Bob Pool
Bill Anhorn

10,102

Ira 7-6-1
Salem

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 26, 1985

Ralph Lambert, Street Design Engineer
City of Salem
Salem Public Works Department
555 Liberty St. S.E.
Salem, OR 97301

RECEIVED
ROAD DESIGN
SECTION

Irrigation Controller
Tryon Ave. N.E.-Division St. N.E. (Salem) Section

The city currently maintains a traffic signal installation at Tryon Avenue and Division St. N.E. (see enclosed plan).

For our proposed irrigation system, we would like to locate a six-station 110 V.A.C. irrigation controller on the pole highlighted in yellow on the plan. The controller is one requested by park maintainance. Information as well as a typical mounting detail is enclosed.

The only option to pole mounting is pedestal mounting. Besides an extra 200 dollars or so, there are aesthetic objections to locating a free-standing pedestal in the low shrub planting we were requested to use.

The other issue is a 110 V.A.C. power source for the controller. We would like the city traffic engineer to determine if we can tap into the existing metered signal or lighting supply. If not, we need a new meter and a power source from Portland General Electric.

Please let me know about any decisions you reach, or any further information I can provide.

Michael D. Lucker
Mike Lucker, Landscape Designer, 378-3882
O.S.H.D. Road Design Section, Rm. 222

ML:as

Attachments

cc: Lew Garrison W/attach.
Russ Richards
D. O. Christensen
Bob Pool

Form 734-3122

10,122

July 27, 1984

FHU

Ron Derry
Director of Public Works
City of Salem
555 Liberty Street S.E.
Salem, OR 97301

Dear Ron:

We have FHWA approval of the preliminary engineering for landscaping on the North Liberty/Commercial couplet. Our agreement number also requires a deposit for the City share be made at this time.

The computation of the City share and advance deposit is as follows:

Estimated P.E. Cost	$25,000
Less Federal Funds	(22,150)
CITY SHARE & ADVANCE DEPOSIT	$ 2,850

Please submit your $2,850 deposit using one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

GAP:pf
Attachment

bcc w/AU # 84-85: Phil Stearns, Region 2
V. L. Skoog-Please return completed AU #84-85
when advance deposit is received.

8-15-84
Rec'd $2,850
check.
G

TO: Dale E. Wilken 10,122
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO I ATION PROSPECTUS AND
6-21-84 REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
City Sts., Pine St. to Division St. (Salem) "Pine St NE-Division St. NE (Salem) Sec."	178	00091	IX-1705(10)	1705	City St.

Access Control None Parking Restrictions Partial System Revision N/A

Airports (within 2 Mi.) None ROW 66' Min.

Water Development None Recreation & Historical Areas None

County Marion Code 047 Imp. Code 13

A-95 Review:

State Cl. Ho..... Exempt___ Date Approved 9-20-77

Dist. 3 Cl. Ho. ..... Exempt___ Date Approved Included in TIP No Reply___

Project Environmental Assessment: FHWA Concurrence Dated 6-4-79

1-EIS X 2-Categorical Exclusion ____ 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 5 .

(2) This project is stage construction of project IX-1705(7).
(3) Included in TIP as 1.3.15 in table #1, amended 2-29-84.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___All Phases thru Final Envir. Document
___Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 19,000
(85%)	FF	$ 16,150
	STATE	$ - - -
	City/Co.	$ 2,850

For PR-37:

Field Phase	$
PS&E Phase	$

ID #02518

REMARKS: Attached data consists of Parts 1, 2 and 4 of Project Prospectus and project map.

DRH:pf

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
6-21-84	ORIGINAL SIGNED BY GARY A. POTTER Gary A. Potter	Manager, Program Section

PROJECT PROSPECTUS

10,122 PART 1 — PROJECT REQUEST 5-7-84

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02518

SECTION: Pine St. N. E. - Division St. N. E. (Salem) Section

REGION: 2

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM	TO	LENGTH
				1.1 M

☒ URBAN ☐ RURAL

CITY	COUNTY	ROAD/STREET NAME
Salem	Marion	N. Liberty - Commercial Couplet

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
	FAU 1705	City of Salem

COST ESTIMATES ~~(000's)~~

PRELIMINARY ENGINEERING		$ 10,000
RIGHT OF WAY		$
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$	
Landscapng	$ 97,571	
30% ENGINEERING & CONTINGENCIES	$ 29,271	
TOTAL CONSTRUCTION		$126,842
TOTAL ESTIMATE		$136,842

PROJECT DATA

GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
Landscaping		X
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	7

RIGHT OF WAY

FILES	(#)	
ACRES	(#)	
RELOCATIONS	(#)	

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	-
RIGHT OF WAY ACQUISITIONS	(S,C,A)	-

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	FAIX	

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	N/A	
STRUCTURES (#)	"	
SIGNALS (#)	"	
BIKE PATH (Y/N)	"	
AVERAGE DAILY TRAFFIC	"	
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

The project was constructed without landscaping or irrigation system.

PROPOSED SOLUTION

Construct street landscaping (trees, shrubs, vines) and an irrigation support system on the North Liberty Street-Commercial Street Couplet.

The landscaping concept is to be consistent with the landscaping on the Front Street Bypass (OSHD Contract 9101) and the Salem Parkway (OSHD contract 9491).

REQUESTED, REGION ENGINEER: X by Phillip O. Flora	DATE 5-7-84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02518

SECTION: Pine St. N. E. - Division St. N. E. (Salem) Section

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	S	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	S	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	S	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	N	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	S	(LIST BELOW)	

COMPANIES

Portland General Electric
Pacific N. W. Bell Telephone Co.
N. W. Natural Gas Co.
Salem Electric
Keizer Water Dist.
Keizer Sewer D
Viacom Cable T
City of Salem

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
–	–	–	–

RIGHT-OF-WAY LIAISON	–	EASEMENTS (#)	–	ACCESS CONTROL (Y/N)	–	DESIGN SPEED: –	DESIGN STANDARDS: –

TYPICAL SECTION

EXISTING

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
								×								

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02518

SECTION: Pine St. N. E. - Division St. N. E. (Salem) Section

REGION: 2

SURVEY AUTHORITY

AUTHORIZATION NO.

PREFIX

DATE: 4/26/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 3,000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	–		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	2,000		918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	200	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT	–	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING	–	
910 REGION GEOLOGIST	–		924 D.O.T.			955 R/W RELOC. ASSISTANCE	–	
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	–		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	250		932 RAILROAD & UTILITIES					
						TOTALS	$	$
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

PREPARED BY: Peter Fuchs	DATE: 4/26/84	APPROVED, ASST HIGHWAY ENGINEER FOR OPERATIONS: X	DATE
RECOMMENDED, REGION ENGINEER: X by Philip O Foster	DATE: 5-7-84	APPROVED, ASST HIGHWAY ENGINEER FOR TECH. SERVICES: X	DATE
RECOMMENDED, LOCATION ENGINEER: X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

Overall Length Of Project - 1.1 M

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

GRADING, PAVING, STRUCTURE, WATER SYSTEM, SIGNING, ILLUMINATION & TRAFFIC SIGNALS

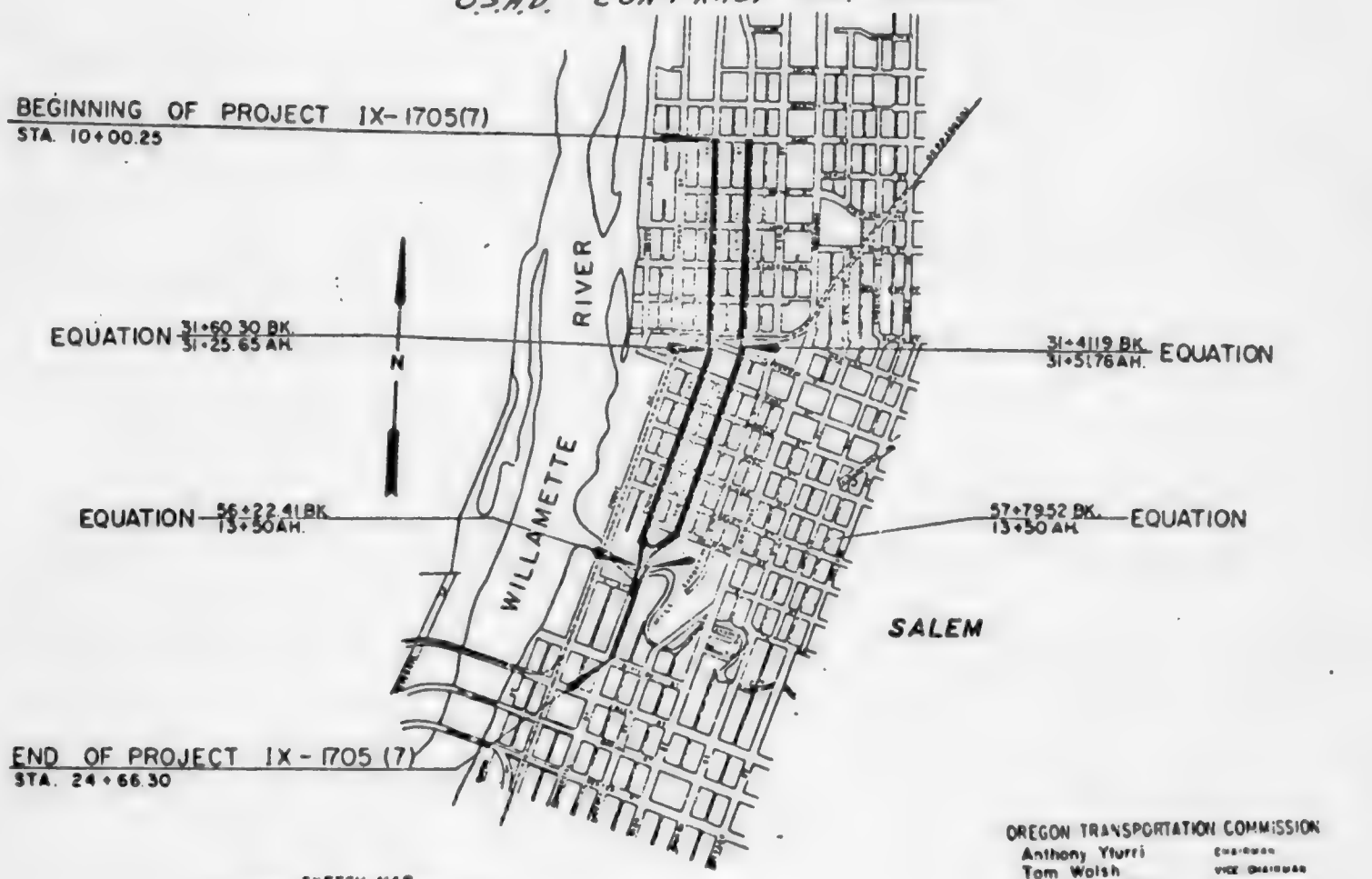
PINE ST. N.E. — DIVISION ST. N.E. (SALEM) SEC.

F.A.U. 1705, (N. LIBERTY-COMMERCIAL COUPLET)

MARION COUNTY

JUNE, 1981

O.S.H.D. CONTRACT NO. 9322



OREGON TRANSPORTATION COMMISSION

Anthony Yturri	Chairman
Tom Walsh	Vice Chairman
Gordon Colemen	Commissioner
Peter J. Bris	Commissioner
Michael P Hollern	Commissioner
Fred B. Klobee	Director of Transportation

10,122

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02518

SECTION: Pine St. N. E. - Division St. N. E. (Salem) Section

REGION: 2

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 324-1907

DATE: 4/26/84

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$	$ 3,000	915	AUDITS	$	$	933	SURFACE DESIGN	$	$
902	CITIZEN'S INVOLVEMENT			916	PHOTO-GRAMMETRY			934	GEOLOGY		
903	LOCAL GOVERNMENT		2,000	918	LOCATION		500	935	SOILS		
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC		200
905	FINAL DESIGN		1,000	920	PROGRAM MANAGEMENT		200	937	HYDRAULICS		300
906	BRIDGE DESIGN			921	SPECIFICA-TIONS		3,100	938	REGION ENVIRONMENT		
907	PRELIMINARY DESIGN			922	ADMIN. SERVICES		200	949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION			923	ENVIRONMENTAL SECTION			950	TRAINING		
910	REGION GEOLOGIST			924	D.O.T.			955	R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION		200	925	AIR MONITORING			960	PERSONAL LEAVE		
912	LANDSCAPE		8,000	926	FOUNDATION			980	PUBLIC HEARING		
913	RIGHT-OF-WAY LIAISON			927	FREE BRIDGE DESIGN						
914	REGION UTIL-ITY LIAISON		300	932	RAILROAD & UTILITIES						

TOTALS	$	$ 19,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: IX-1705(10)

LOCATION ENGINEER'S REMARKS

Adv. Dep Type 4 Ref. to 7 & 12

PROGRAM SECTION

5.27.84

Manager
Resource Unit
Project Unit
Program Unit
REFER TO
Chairman B/D D/E
Asst. Dir. Info. File

PREPARED BY:	DATE: 4-30-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X	DATE: 5/25/84
RECOMMENDED, REGION ENGINEER: X	DATE:	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X	DATE: 5-24-84
RECOMMENDED, LOCATION ENGINEER: X	DATE: 5/24/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE: 6-26-84	

734/1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02518

SECTION: Pine St. N. E. - Division St. N. E. (Salem) Section

REGION: 2

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM	TO	LENGTH
				1.1 M

☒ URBAN ☐ RURAL

CITY	COUNTY	ROAD/STREET NAME
Salem	Marion	N. Liberty - Commercial Couplet

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
	FAU 1705	City of Salem

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 10,000	GRADING	(✓)		FILES (#)	
RIGHT OF WAY		$	PAVING	(✓)		ACRES (#)	
ROADWAY	$		STRUCTURES	(✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$		Landscaping		X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	-
Landscapng	$ 97,571		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	-
30% ENGINEERING & CONTINGENCIES	$ 29,271		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$126,842	WORK TYPE	(1-12)	7	☒ CONTRACT ☐ OTHER ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	
TOTAL ESTIMATE		$136,842					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	FAIX	

RECOMMENDED PROGRAM REVISIONS

	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL				$
☐ POSTPONE ☐ CANCEL				$

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	N/A	
STRUCTURES (#)	"	
SIGNALS (#)	"	
BIKE PATH (Y/N)	"	
AVERAGE DAILY TRAFFIC	"	
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

The project was constructed without landscaping or irrigation system.

PROPOSED SOLUTION

Construct street landscaping (trees, shrubs, vines) and an irrigation support system on the North Liberty Street-Commercial Street Couplet.

The landscaping concept is to be consisten with the landscaping on the Front Street Bypass (OSHD Contract 9101) and the Salem Parkway (OSHD contract 9491).

REQUESTED, REGION ENGINEER	DATE
X by Philip O. Flora	5-7-84
APPROVED, ASST HWY ENG FOR OPERATIONS	DATE
X	
APPROVED, ASST HWY ENG FOR ADMINISTRATION	DATE
X	

TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02518

SECTION: Pine St. N. E. - Division St. N. E. (Salem) Section

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	S	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	S	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	S	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	N	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	S	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
-	-	-	-

COMPANIES

Portland General Electric
Pacific N. W. Bell Telephone Co.
N. W. Natural Gas Co.
Salem Electric
Keizer Water Dist.
Keizer Sewer D.
Viacom Cable T.
City of Salem

RIGHT-OF-WAY LIAISON	-	EASEMENTS (#)	-	ACCESS CONTROL (Y/N)	-	DESIGN SPEED	-	DESIGN STANDARDS	-

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
								x								
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 5-22-84

734-1912 (7-82)

Overall Length Of Project - 1.1 M

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

GRADING, PAVING, STRUCTURE, WATER SYSTEM, SIGNING, ILLUMINATION & TRAFFIC SIGNALS

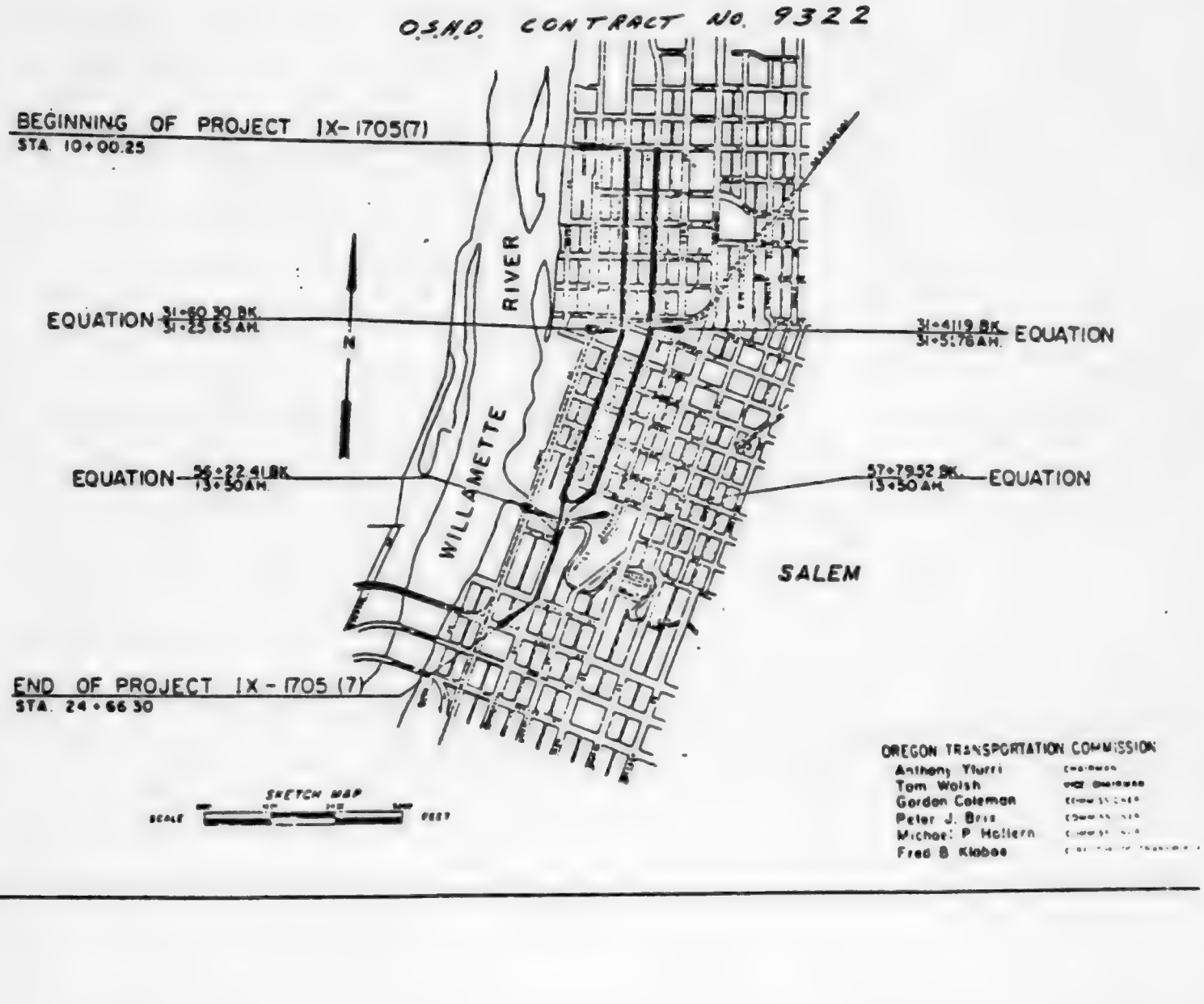
PINE ST. N.E. — DIVISION ST. N.E. (SALEM) SEC.

F.A.U. 1705, (N. LIBERTY-COMMERCIAL COUPLET)

MARION COUNTY

JUNE, 1981

O.S.H.D. CONTRACT NO. 9322



OREGON TRANSPORTATION COMMISSION

Anthony Yturri
Tom Walsh
Gordon Coleman
Peter J. Brix
Michael P. Hellern
Fred B. Klobes

10,122

FEDERAL AID PROJECT REQUEST

Date February , 1984

Applicant Agency City of Salem
Request for: Off-System____, FAS-C____, FAUS____ Project Interstate Transfer X
Federal Aid Route No. FAU 1705 Route Name North Liberty St.-Commercial St. Couplet
Project Name North Liberty St.-Commercial St. Couplet Landscaping
Pine Street to Division Street Section
Project Length 1.1 mile Project Location (Attach sketch map)
Project Description To design and construct street landscaping (trees, shrubs, vines) and an irrigation support system on the North Liberty Street-Commercial Street Couplet. The landscaping concept is to be consistent with the landscaping on the Front Street Bypass (OSHD Contract 9101) and the Salem Parkway (OSHD contract 9491).
Average Daily Traffic 15,000 Design Speed 35 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 36' Travel Lanes 2 @ 14' Shoulders 1 @ 8' bikelane
Medians none Parking none
Sidewalks 2 @ 5'
Remarks 8.5' average width planting areas between curb and sidewalk along each side.

2. Desired Roadway Cross Section: (Attach sketch)

Width Travel Lanes Shoulders
Medians Parking
Curbed Length Curb Radii
Sidewalk/Bikeway
Remarks same as existing

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 66' Minimum 66' Maximum 99'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes XX No

3. Will additional right-of-way be needed? Yes No XX
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes No
Remarks Pine Street at Commercial Street and Liberty Street - new model 170
Division Street at Commercial Street - new model 170

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

2. Proposed Signalization:

Location _____

_____

Type _____
Phases _____
Type of Suspension _____
Interconnected _____
Remarks Same as existing.

_____

3. Permanent Signing:

Include in project or by applicant? Not applicable.

_____

4. Permanent Striping:

Include in project or by applicant? Not applicable.

_____

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Existing fully illuminated by OSHD Contract 9322.

_____

_____

2. Proposed Illumination:

Location _____
Type _____

_____

Remarks No change to existing.

_____

V. STRUCTURE DATA

1. Existing Structure:

Location Commercial St. over Mill Creek Br. No. _____
Type _____
Approach Roadway Width _____ Shoulder Width _____
Length _____ Width _____
To remain in place? No change to existing.

_____

2. Proposed Structure:

Location _____

_____

Approximate Size: Length _____ Width _____

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes XX No _____

   Name of Railroad Burlington Northern Railroad

   Existing Crossing Protection Drop gates and cantilever flashing lights.

2. Will existing railroad crossing be altered? No.

   Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement _____ Office
2. Environmental _____ Office
3. Public Hearing _____ Office

Remarks The North Liberty Street-Commercial Street Couplet was part of the Front Street Bypass system Final Environmental Impact Study which was approved by FHWA on June 4, 1979.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State XX Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State XX Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes XX No_____
If "yes," describe briefly: Review of plans, and installation of irrigation meters.

4. Applicant's estimate of cost for requested project:

Roadway Work	$_____
Right-of-way costs (if participating)	_____
Traffic control	_____
Illumination	_____
Structures	_____
Railroad	_____
Other Landscaping and Irrigation	97,571.00
Preliminary engineering	_____
PROJECT TOTAL	$ 97,571.00

Remarks See attached detail.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Salem and/~~or~~ XX Marion COUNTY

By Sue Haviva

By Patricia Waefler

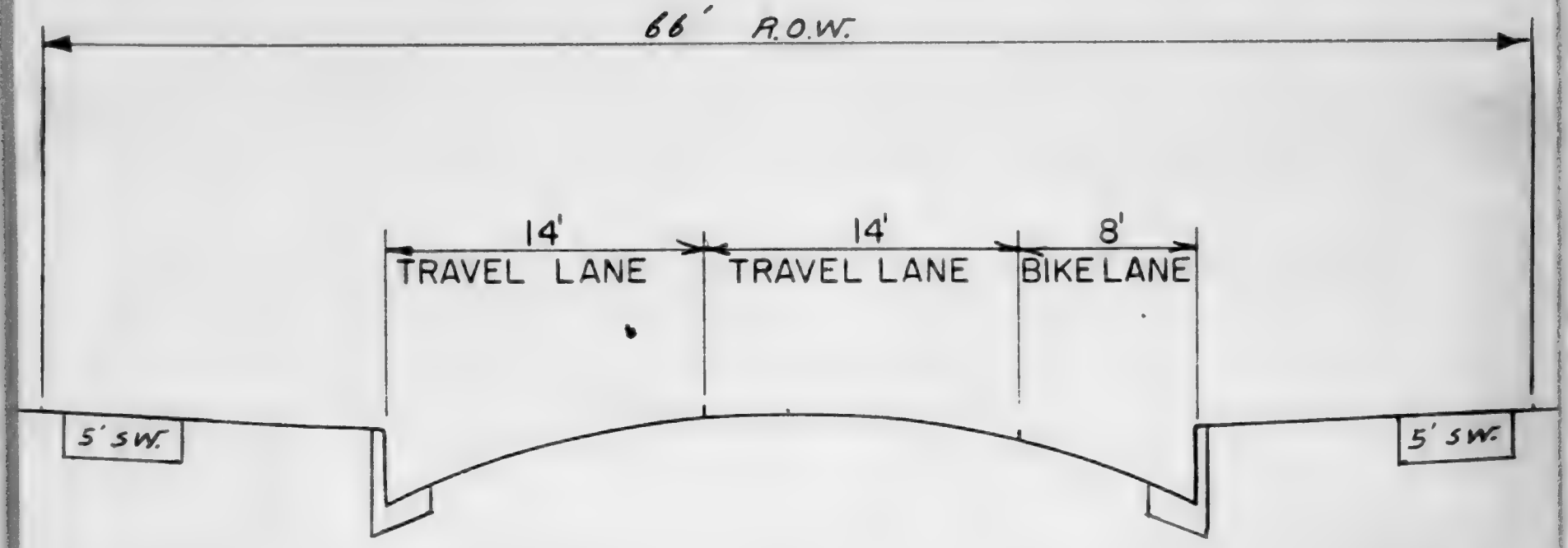
By Sandra Franke Chairman

By Gary Lang Commissioner

By Larry Lee Commissioner

As an alternative to the cost and installation problems of an irrigation system, please consider a landscape design without an irrigation system but with a two year contractor establishment period.

PINE STREET TO DIVISION STREET
NORTH LIBERTY - COMMERCIAL COUPLET



LANDSCAPE COST ESTIMATE FOR
PINE STREET TO DIVISION STREET
NORTH LIBERTY - COMMERCIAL COUPLET

	Quantity	Unit	Description	Unit Cost	Cost
Ground cover and trees furnished and installed by contractor (90,000 sq.ft.)	All req'd	LS	Kill existing weeds & prepare soil for planting		$ 4,500
	175	Ea	Furnishing & planting deciduous trees	50.00	8,750
	27,777	Ea	Furnishing & planting ground cover (vines)	1.00	27,777
	88.8	Unit	Bark mulch (in place)	130.00	11,544
	All req'd	LS	Irrigation		45,000
					$97,571

Overall Length Of Project- 1.1 M.

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

GRADING, PAVING, STRUCTURE, WATER SYSTEM, SIGNING, ILLUMINATION & TRAFFIC SIGNALS

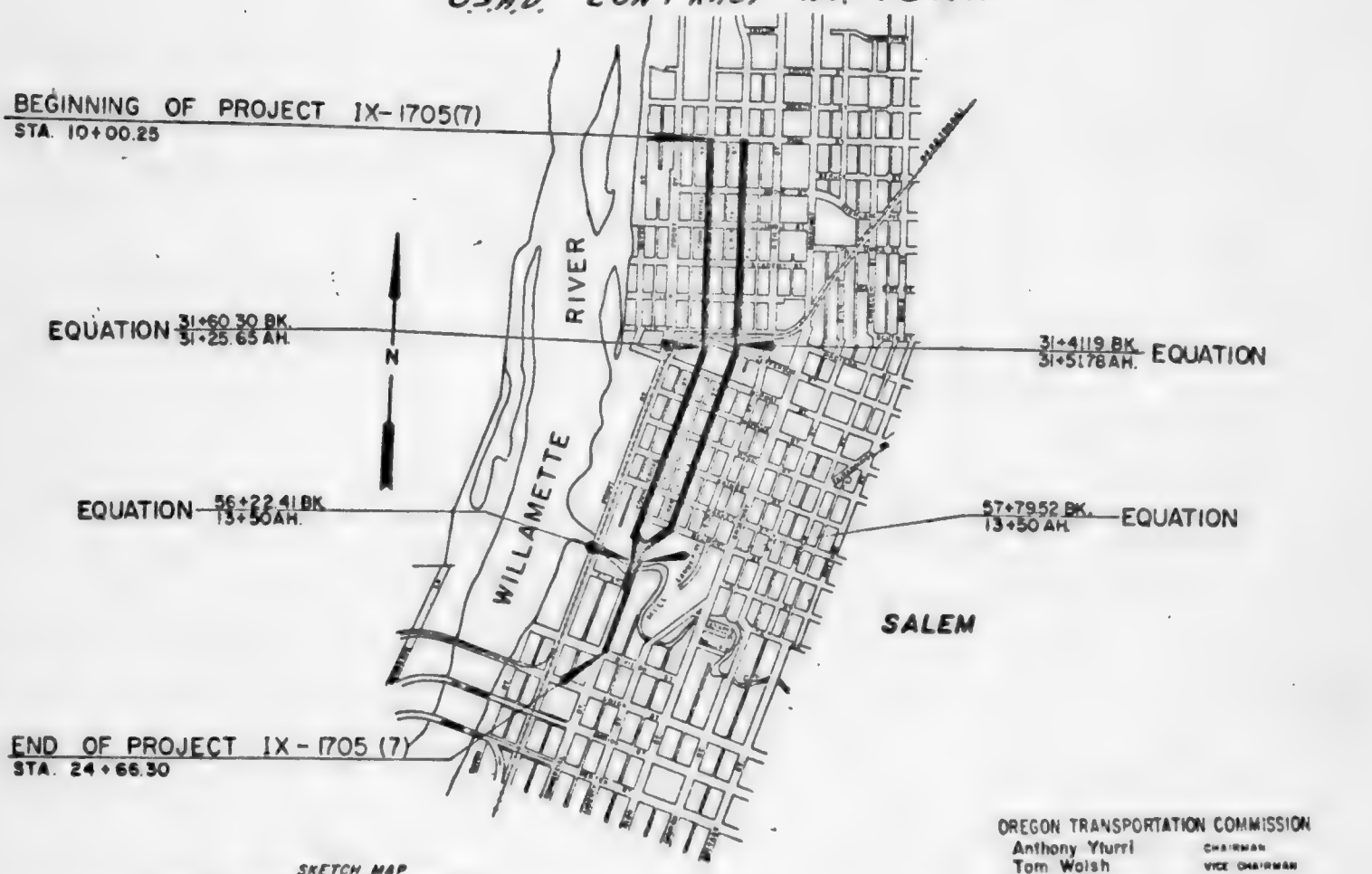
PINE ST. N.E. — DIVISION ST. N.E.(SALEM) SEC.

F.A.U. 1705, (N. LIBERTY-COMMERCIAL COUPLET)

MARION COUNTY

JUNE, 1981

O.S.H.D. CONTRACT NO. 9322



SKETCH MAP

SCALE 0 800 1600 2400 3200 FEET

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Kiaboa	DIRECTOR OF TRANSPORTATION

10,122 (MEMORANDUM) 424-1909 324-1983

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-27-82

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

ADDRESS Treasurer of the State of Oregon
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER FROM

FROM

TO 7/17/80
6/2/81

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*) X

FEDERAL AID PROJECT NO. IX-1706(5)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
823	$40,794.12	$40,794.12	85.00%	$34,675.00	$34,675.00	$ 0.00
772	493.22	493.22	85.00%	419.24	419.24	0.00
823	19,905.88	19,905.88	85.00%	16,920.00	16,920.00	0.00
772	1,244.87	1,244.87	85.00%	1,058.14	1,058.14	0.00
	$62,438.09	$62,438.09	85.00%	$53,072.38	$53,072.38	$ 0.00

RECEIVED DIVISION OFFICE — BY — DATE

DIVISION OFFICE REVIEW MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS
Oregon 4/27/82 V.E. Skoog, Controller

PE

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Pine St.-Division St. (Salem) Section (North Liberty-Commercial Couplet)					
	Preliminary Engineering Type Code P.E.					
	Work by City of Salem 823 $40,794.12 772 493.22	All Required			$41,287.34	
	State 823 $19,557.59 772 1,244.87	All Requiredd			20,802.46	
					$62,089.80	
	Misc. Project Cost Audit Expense 823 $ 348.29	All Required			348.29	
	Total Participating Project Cost				$62,438.09	
	Prepared based on Participating Costs as shown on Federal Billing as of 4/29/82					

AMOUNT CARRIED FORWARD .....

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
PINE ST-DIVISION ST(SALEM) CONT NO	* FA PROJ NOS XI	705005 100 X10 705005				STATE
324 1983	296	00 N 9			2,633.07CR	12,978.14CR
324 1983	298	00 N 9			2,633.07	17,978.14
324 1983	901	00 P 1			13.36	338.12
324 1983	901	00 P 2			7.08	7.08
324 1983	905	00 P 1			1,743.25CR	2,885.98
324 1983	905	00 P 2			1,743.25	1,743.25
324 1983	906	00 P 1				995.66
324 1983	910	00 P 1				2,496.90
324 1983	911	00 P 1				2,347.06
324 1983	912	00 P 1				53.05
324 1983	914	00 P 1				152.00
324 1983	915	00 P 1			348.29	348.29
324 1983	918	00 P 1				564.41
324 1983	920	00 P 1				929.39
324 1983	921	00 P 1			2,177.96	7,924.14
324 1983	921	00 P 2			505.46CR	505.46CR
324 1983	922	00 P 1				97.55
324 1983	923	00 P 1				773.33
	TOT	P1			796.36	19,905.88
	TOT	P2			1,244.87	1,244.87
	** JOB TOTALS **			**	2,041.23 **	21,150.75 **
ALEXANDRA-HARDCASTLE(HOBN) CONT NO	* FA PROJ NOS M	301001 100				STATE
324 1988	205	00 P 1			953.31CR	953.31CR
324 1988	294	00 N 1			600.41CR	600.41CR
324 1988	296	00 N 9			11,949.03CR	13,278.10CR
324 1988	298	00 N 9			11,949.03	13,278.10
324 1988	901	00 P 1			2,073.57	2,101.32
324 1988	901	00 N 1		83.45CR		15.30
324 1988	903	00 P 1			10,133.50	10,133.50
324 1988	905	00 P 1			174.64	933.16
324 1988	910	00 P 1				547.96
324 1988	911	00 P 1			46.54	182.25
324 1988	914	00 P 1				10.52
324 1988	920	00 P 1			229.89	317.91
324 1988	921	00 P 1			1,621.75	1,621.75
324 1988	923	00 P 1			114.14	168.01
324 1988	960	00 N 1			81.13	81.13
	TOT	P1			13,440.72	15,063.07
	TOT	N1		83.45CR	519.28CR	503.98CR
	** JOB TOTALS **			83.45CR**	12,921.44 **	14,559.09 **
MARKET ST@17TH NE (SALEM) CONT NO	FA PROJ NOS M	680001 100				STATE
324 1989	294	00 N 1			775.83CR	775.83CR
324 1989	296	00 N 9			11,733.17CR	11,746.60CR

TOTAL TO DATE JOB COST SUMMARY — JUNE 1982 — PAGE 745

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	424	1906	903	00 P 1		98,653.91	183,840.23	
			TOT	P1		98,653.91	183,840.23	
			TOT	N9		98,653.91CR	183,840.23CR	
			** JOB TOTALS **		**	**	**	
SUPERIOR ST-VISTA AV SEC	CONT NO		FA PROJ NOS XI	026018 100				STATE
	424	1907	598	00 N 9		23,446.72		
	424	1907	903	00 P 1		23,446.72CR		
			TOT	P1		23,446.72CR		
			TOT	N9		23,446.72		
			** JOB TOTALS **		**	**	**	
SALEM CARPOOL PROJECT	CONT NO		FA PROJ NOS M	000033 100				STATE
	424	1908	598	00 N 9	2,377.97CR	35,462.69CR	43,884.30CR	
	424	1908	903	00 P 1	2,377.97	35,462.69	43,884.30	
			TOT	P1	2,377.97	35,462.69	43,884.30	
			TOT	N9	2,377.97CR	35,462.69CR	43,884.30CR	
			** JOB TOTALS **		**	**	**	
PINE ST-DIV ST SECT OF N LIBE	CONT NO	*	FA PROJ NOS XI	705005 100 X10 705005				STATE
	424	1909	598	00 N 9		420.74CR	35,094.24CR	
	424	1909	903	00 P 1		1.50	34,675.00	
	424	1909	903	00 P 2		419.24	419.24	
			TOT	P1		1.50	34,675.00	
			TOT	P2		419.24	419.24	
			TOT	N9		420.74CR	35,094.24CR	
			** JOB TOTALS **		**	**	**	
CROISAN CREEK (GOLF CLUB RD)B	CONT NO		FA PROJ NOS	BROS403002 100				STATE
	424	1910	598	00 N 9	3,961.79CR	3,961.79CR	3,961.79CR	
	424	1910	903	00 P 1	2,233.02	3,961.79	3,961.79	
			TOT	P1	2,233.02	3,961.79	3,961.79	
			TOT	N9	3,961.79CR	3,961.79CR	3,961.79CR	
			** JOB TOTALS **		1,728.77CR**	**	**	
PTLND SIGNAL MODIF (8)	CONT NO		FA PROJ NOS XI	026010 100				STATE
	426	1901	598	00 N 9			15,377.93CR	
	426	1901	903	00 P 1			15,377.93	
			TOT	P1			15,377.93	
			TOT	N9			15,377.93CR	
			** JOB TOTALS **		**	**	**	
SE GLENWOOD-CRYSTAL SPRGS	CONT NO	*	FA PROJ NOS XI	699001 100				STATE
	426	1903	598	00 N 9			38,748.76CR	

PREFIX	GRP	FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
424-1904	1	M	-0000-005 APPR-W32	30,000.00	24,337.30	24,337.30	100.00	24,337.30	24,337.30		
	9				24,337.30-						
424-1904	PREFIX TOTALS			30,000.00		24,337.30		24,337.30	24,337.30		
424-1905	1	XI	-1620-002 APPR-823	120,000.00	118,667.88	118,667.88	100.00	118,667.88	118,667.88		
	9				118,667.88-						
424-1905	PREFIX TOTALS			120,000.00		118,667.88		118,667.88	118,667.88		
424-1906	1	XI	-1560-004 APPR-823	226,400.00	183,840.23	183,840.23	100.00	183,840.23	183,840.23		
	9				183,840.23-						
424-1906	PREFIX TOTALS			226,400.00		183,840.23		183,840.23	183,840.23		
424-1907	1#	XI	-0026-018 APPR-823				100.00				
	9										
424-1907	PREFIX TOTALS										
424-1908	1	M	-0000-033 APPR-W32	110,945.00	43,884.30	43,884.30	100.00	43,884.30	43,884.30		
	9				43,884.30-						
424-1908	PREFIX TOTALS			110,945.00		43,884.30		43,884.30	43,884.30		
424-1909	1#	XI	-1705-005 APPR-823	34,675.00	34,675.00	34,675.00	100.00	34,675.00	34,675.00		
	2#	X10	-1705-005 APPR-772	419.24	419.24	419.24	100.00	419.24	419.24		
	9#				35,094.24-						
424-1909	PREFIX TOTALS			35,094.24		35,094.24		35,094.24	35,094.24		
424-1910	1	BROS	-2403-002 APPR-117	5,000.00	3,961.79	3,961.79	100.00	3,961.79	3,961.79		
	9				3,961.79-						
424-1910	PREFIX TOTALS			5,000.00		3,961.79		3,961.79	3,961.79		
426-1901	1	XI	-0026-010 APPR-823	15,378.00	15,377.93	15,377.93	100.00	15,377.93	15,377.93		
	9				15,377.93-						
426-1901	PREFIX TOTALS			15,378.00		15,377.93		15,377.93	15,377.93		
426-1903	1#	XI	-9699-001 APPR-823	38,748.76	38,748.76	38,748.76	100.00	38,748.76	38,748.76		

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
324-1937	1#	SOS -2402-001 APPR-680	6,982.53	8,140.99	8,140.99	85.77	6,982.53	6,982.53		
324-1938	1#	M -1635-001 APPR-W32	17,643.37	19,675.18	20,570.56	85.77	17,643.37	17,643.37		
324-1939	1	SOS -2403-001 APPR-680	8,360.00	2,739.54	2,739.54	85.77	2,349.70	2,349.70		
324-1940	1	M -1705-002 APPR-W32	154,940.00	171,772.60	171,128.89	85.80	146,828.59	148,260.43		1,431.84CR
324-1941	1	XI -1525-001 APPR-823	909,289.00	804,442.26	803,539.47	85.77	689,195.80	692,750.16		3,554.36CR
324-1942	1	XI -1635-002 APPR-823	24,867.00	23,175.23	23,175.23	85.80	19,884.35	20,042.23		157.88CR
324-1946	1	M -1615-003 APPR-W32	2,732.00	3,203.63	3,286.91	88.10	2,895.77	2,732.00	163.77 B	
324-1947	1	RRS -1587-001 APPR-138		389.36	242.73	90.00	218.46		218.46 A	
324-1949	1	RRP -000S-019 APPR-139	1,800.00	78.65	78.65	90.00	70.79	71.42		.63CR
324-1951	1	RRO -000S-046 APPR-685	900.00	232.87	232.87	90.00	209.58	209.58		
324-1952	1	M -1720-002 APPR-W32	10,828.00	11,533.11	11,533.11	88.10	10,160.67	10,160.67		
324-1954	1	RRP -A684-001 APPR-139	1,800.00	299.14	299.14	90.00	269.23	270.14		.91CR
324-1957	1	RRS -000S-007 APPR-138		117.40		90.00				
324-1960	1	M -0000-010 APPR-W32	44,000.00	45,311.55	45,311.55	88.15	39,942.13	39,942.40		.27CR
324-1969	1	M -1705-002 APPR-W32	12,000.00	11,921.21	11,921.21	85.80	10,228.40	10,364.91		136.51CR
324-1970	1	XI -1705-004 APPR-823	12,920.00			85.00				
324-1971	1	XI -1560-004 APPR-823	842,413.00	176,661.86	176,026.58	85.00	149,622.59	152,930.36		3,307.77CR
324-1972	1	XI -0060-017 APPR-823	119,000.00	144,290.28	144,264.13	85.00	122,624.51	119,000.00	3,624.51 B	
324-1974	1	RRO0-000S-001 APPR-686	630.00	660.84	650.94	90.00	585.85	585.85		
324-1977	1	PHS -000S-100 APPR-140	17,000.00	8,381.68	8,381.68	100.00	8,381.68	8,381.68		
324-1980	1	M -1830-001 APPR-W32	57,995.00	64,354.63	64,244.53	85.80	55,121.81	55,121.81		
324-1983	1#	XI -1705-005 APPR-823	16,920.00	19,905.88	19,905.88	85.00	16,920.00	16,920.00		
	2#	X10 -1705-005 APPR-772	1,058.14	1,244.87	1,244.87	85.00	1,058.14	1,058.14		
324-1983		PREFIX TOTALS	17,978.14	21,150.75	21,150.75		17,978.14	17,978.14		
324-1988	1	M -5301-001 APPR-W32	16,306.00	14,559.09	15,063.07	88.15	13,278.10	13,278.10		
324-1989	1	M -1680-001 APPR-W32	20,273.00	12,540.92	13,316.75	88.15	11,738.72	11,746.60		7.88CR

10,122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

August 11, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 00091
Project No. IX-1705(5)
Pine St.-Division St. (Salem) Sec.
Marion County

I request approval of a program change to adjust the estimated preliminary engineering costs to reflect more accurately the final costs based on final billings received from the City.

Approval of this request will involve an increase of $2,300 in total cost and Federal obligation of $1,995 in Interstate Substitution General Funds (Appn Code 772) with revised financing as follows:

	TEC	FF	%
Present	$63,000.00	$53,550.00	85%
Previous	60,700.00	51,595.00	85%
Difference	$ 2,300.00	$ 1,955.00	

Form 734-3122

4

Funding of this increase is from 772 appropriation monies released from Project No. IX-1705(7).

Also enclosed is a revised project agreement estimate and modification of project agreement.

JLG:bkc
Attachment

cc: C.O.Fredrickson (Region 2)
F.E. Terpin
P.Stearns

Gary Zehner (w/att.)
General Files

Oregon State Highway Division
Salem, Oregon August 11, 1981

Federal Aid Project
No. IX-1705(5)

Pine St.-Division St. (Salem) Section
(North Liberty-Commercial Couplet)
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type P.E.
Preliminary Engineering

Preliminary Engineering (City Forces)	All Required	$41,282.00
Preliminary Engineering (State Forces)	All Required	21,718.00
	TOTAL	$63,000.00

Length of Project --------- 1.098 mi.

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	City Funds	Co. Funds
P.E.	823	$60,700.00	$51,595.00	$8,422.00	$683.00
P.E.	772	2,300.00	1,955.00	319.00	26.00
TOTAL		$63,000.00	$53,550.00	$8,741.00	$709.00

Group 1-100%
Prefix 324-1983
424-1909

10,122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 10, 1981

RECEIVED
JUL 10 1981
City of Salem Public Works

In Reply Refer to File No.: ACC

Ralph Hanley
City Manager
City Hall, 555 Liberty Street
Salem, Oregon 97301

Attn: Ron Merry
Public Works Director

Gentlemen:

My letter of June 26, 1981 neglected to identify Water System work included in the Pine Street N.E.-Division Street N.E. Contract to be paid entirely by the City. The breakdown of the Construction costs should be:

	FAI-X PROJECT	100% CITY COSTS
Contractor's Bid	$1,416,436.85	$186,437.70
Anticipated Additional Items	68,700.00	
SUBTOTAL	$1,485,136.85	$186,437.70
4 1/2% Contingencies	66,831.16	8,389.70
8% Engineering	118,810.95	14,915.02
ESTIMATED TOTAL COST	$1,670,778.96	$209,742.42

Local Match (15% of $1,670,778.96) = $250,616.84

City Share of Local Match (92.5% of $250,616.84) = $231,820.58

CITY ADVANCE DEPOSIT ($209,742.42 + $231,820.58) = $441,563.00

We will award the contract when we receive your advance deposit of $441,560.00, which should arrive no later than July 17, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

378-6563

Form 734-3122

ADVANCE DEPOSIT OPTIONS

OPTION 1 - CASH

Local Agency makes their check in the prescribed amount payable to the Oregon State Highway Division and sends it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

OPTION 2 - LETTER OF CREDIT (Sample Attached)

Local Agency obtains a irrevocable letter of credit (Sample Attached) from a bank, savings bank, trust company or savings association, and sends it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

OPTION 3 - LOCAL GOVERNMENT INVESTMENT POOL

Local Agency wires prescribed amount from their bank to the State Treasurer's Office for deposit in the Local Government Investment Pool. Local Agency furnishes the State Treasurer with a limited power of attorney (forms attached), with a copy to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Local Agency receives the interest which is credited daily and posted monthly. A monthly statement is furnished by the State Treasurer, showing transactions and accrued interest.

NOTE: If a blanket power of attorney has been previously submitted, furnish a letter to Highway Accounting stating the amount and date of the current deposit, the name of the project for which the deposit was made, and the pool account number.

10,122

June 25, 1981

ACC

George Grove
Director of Public Works
Marion County
300 Senator Building
220 High Street
Salem, Oregon 97301

Dear Mr. Grove:

On June 25, 1981 the Highway Division received a satisfactory bid from D & D Paving Co., P.O. Box 13105, Salem, Oregon 97309, for Pine Street N.E.-Division Street N.E. (Salem) Section, FAU 1705. We anticipate the construction cost to be:

Contractor's Bid	$1,602,874.55
Anticipated Additional Items	68,700.00
SUBTOTAL	$1,671,574.55
4 1/2% Contingencies	75,220.85
8% Engineering	133,725.96
ESTIMATED TOTAL COST	$1,880,521.36

Local Match (15% of $1,880,521.36) = $282,078.20

COUNTY SHARE (7.5% of $282,078.20) = $21,155.87

We will award the contract when we receive your advance deposit of $21,160.00, which should arrive no later than July 17, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

KEll:pf
Attachment

bcc w/AD # 921: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 921 when advance deposit is received.

7-10-81
Adv Dep Should be $18,900
John Greene Sants County w/the
to pay 21,160 as Co. Bd. has appvd
& he has instructed treasurer
to transf. to Inv. Pool.
We will adjust at
final billing. G

7-15-81
Co. has deposited
21,160 in Inv. Pool.
G

10,122

June 26, 1981

ACC

Ralph Hanley
City Manager
City of Salem
555 Liberty Street S.E.
Salem, Oregon 97301

Attn: Ron Merry
Director of Public Works

Gentlemen:

On June 25, 1981 the Highway Division received a satisfactory bid from D & D Paving, P.O. Box 13105, Salem, Oregon 97309, for Pine Street-Division Street N.E. (Salem) Section, FAU 1705. We anticipate the construction cost to be:

Contractor's Bid	$1,602,874.55
Anticipated Additional Items	68,700.00
SUBTOTAL	$1,671,574.55
4 1/2% Contingencies	75,220.85
8% Engineering	133,725.96
ESTIMATED TOTAL COST	$1,880,521.36

Local Match (15% of $1,880,521.36) = $282,078.20

CITY SHARE (92.5% of $282,078.20) = $260,922.34

We will award the contract when we receive your advance deposit of $260,900.00, which should arrive no later than July 17, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 920: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 920 when advance deposit is received.

10,122 5-26-81

Section Pine St. N.E. - Division St. N.E. (Salem) Programm Estimate $ 2,409,000 (2m)

Highway FAU 1705 Project Length 1.1 miles

County Marion Completion Time 40 calendar

Kind of Work G.P. Struct, Noise Wall, Sign, Illum, Signal Est. Comp. Date 8-31-82

Prefix 324-1983- Letting Date 6-25-81 Project No. IX-1705(7)

RQV 5-26-81

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ ~~2,073,019~~ 25
3,072,919 25

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs	4,000	
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	6,000	
Temporary Pavement Striping	1,500	
Remove Pavement Striping (Exist. & Temp.)	1,000	
Temporary Erosion Control		
~~State~~ Furnished & Install Plane. Fabric	5,000	
Roadside Seeding & Mulching	1,500	
Asphalt Cement Adjustment	23,000	
On the Job Trainees (2)	1,600	
State Responsibility for Damages		
Signal Controller Testing (Engineering)	4200	
~~"OPTICOM" Testing (Engineering)~~ St. Furnished Softwar	1,000	
Bikeway Signs		
Install Curb Drains	1500	
Adjust Utilities:		
PGE	10,000	
City of Salem	8,400	
		$ 68,700

	~~2,141,619~~ 25
Subtotal	$ ~~2,141,719~~ 25
Contingencies (4-1/2%)	96,372 87
Engineering (8, ~~9, 10~~%)	171,329 54
Subtotal	$
Credit for	
Estimated Net Authorization, Construction	$ 2,409,321 66

APPROVED

Changes on sheet 2

cc: Ric Stevens

Duane O. Christensen
Road Design Engineer

APPROVED
Lyle K. Watkins
FINAL DESIGN ENGR.

REC'D
5-26-81
G

To Galloway

Pine St. N.E.-Division St. N.E. (Salem) Section
Grading, Paving, Structures, Water System,
Signing, Illumination and Traffic Signals

RECEIVED
COST ANALYSIS
MAY 19 1981
☐ CE ☐ CES ☐ CAS ☐ CT

SUBJECT TO SUCH CHANGE OR CHANGES AS MAY BE MADE WITH NOTICE TO PLAN HOLDERS BY ADDENDUM LETTER OR LETTERS, THE BID ITEMS AND QUANTITIES TO WHICH THE FOREGOING SPECIFICATIONS AND PROVISIONS APPLY WILL BE AS LISTED IN THE FOLLOWING BID SCHEDULE. THIS BID SCHEDULE IS FOR INFORMATION ONLY AND IS NOT TO BE USED IN BIDDING. THE BID SCHEDULE TO BE USED IN BIDDING IS BOUND IN THE PROPOSAL FORM.

5-20-81
Sanford

BID SCHEDULE

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
1.	Mobilization	Lump Sum	All	Lump Sum 9%	$ 177,000 ✓
2.	Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	80,000 —
3.	Temporary Signs	Sq.Ft.	710	$ 7	4970 ✓
4.	Temporary Barricades	Each	26	125	3250 ✓
5.	Sequential Arrow Signs	Each	1	3500	3,500 ✓
6.	Flagmen	Hour	1,100	23 50	25,850 ✓
	ROADWORK				
7.	Clearing and Grubbing	Lump Sum	All	Lump Sum	10,000 —
8.	Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	100,000 —
9.	Cold Plane Pavement Removal	Sq.Yd.	14,460	3 —	43380 —
10.	General Excavation	Cu.Yd.	9,430	6	56,580 ✓
11.	Trench Excavation	Cu.Yd.	1,900	10	19000 ✓

Pine St. N.E.-Division St. N.E. (Salem) Section
Grading, Paving, Structures, Water System,
Signing, Illumination and Traffic Signals

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
12.	Special Backfill	Cu.Yd.	920	$ 11 | -	$ 10,120 | -
13.	1"-0 Aggregate Base	Ton	1,670 ~~8,200~~	8 | 50	14,195 | -
14.	Cement Treated Base Mixture	Ton	9,100 ~~11,900~~	11 | -	100,100 | -
15.	Portland Cement in CIB Mixture	Ton	500 ~~250~~	82 | -	41,000 | -
16.	Class "B" Asphalt Concrete Mixture	Ton	5,000 ~~6,700~~	15 | -	75,000 ~~100,500~~ | -
17.	Class "C" Asphalt Concrete Mixture	Ton	5,500 ~~3,900~~	17 | -	93,500 ~~66,300~~ | -
18.	Asphalt Cement in Mixture	Ton	660 ~~670~~ ~~690~~	180 | -	118,800 ~~120,600~~ | -
19.	Asphalt in Tack Coat	Ton	16	200 | -	3,200 | -
20.	8-inch Ductile Iron Sewer Pipe	Lin.Ft.	72	14 | -	1,008 | -
21.	8-inch Asbestos Cement Sewer Pipe	Lin.Ft.	58	12 | -	696 | -
22.	10-inch Asbestos Cement Sewer Pipe	Lin.Ft.	700	16 | -	11,200 | -
23.	10-inch Concrete Sewer Pipe	Lin.Ft.	1,970	9 | 50	18,715 | -
24.	12-inch Concrete Sewer Pipe	Lin.Ft.	1,900	15 | -	28,500 | -
25.	Extra for Pipe Under Pavement	Lin.Ft.	1,740	15 | -	26,100 | -
26.	Bedding Material	Cu.Yd.	46	15 | -	690 | -

Pine St. N.E.-Division St. N.E. (Salem) Section
Grading, Paving, Structures, Water System,
Signing, Illumination and Traffic Signals

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
27.	Concrete Manholes	Each	10	$ 1500 | -	$ 15,000 | -
28.	Concrete Inlets, Type 1	Each	24	500 | -	12,000 | -
29.	Concrete Inlets, Type 2	Each	67	600 | -	40,200 | -
30.	Concrete Cleanouts	Each	20	500 | -	10,000 | -
31.	3-inch Drain Pipe	Lin.Ft.	2,320	2 | 50	5,800 | -
32.	6-inch Drain Pipe	Lin.Ft.	625	7 | -	4,375 | -
33.	8-inch Drain Pipe	Lin.Ft.	1,765	8 | -	14,120 | -
34.	Filter Fabric	Sq.Yd.	2,340	1 | 50	3,510 | -
35.	Gravel in Drains	Cu.Yd.	220	20 | -	4,400 | -
36.	Concrete Walks	Sq.Yd.	3,930	13 | -	51,090 | -
37.	Concrete Driveways	Sq.Yd.	2,515	17 | -	42,755 | -
38.	Sidewalk Ramps	Each	10	200 | -	2,000 | -
39.	Brick Patterned Concrete Surfacing	Sq.Yd.	400	40 | -	16,000 | -
40.	Concrete Curbs	Cu.Yd.	850	120 | -	102,000 | -
41.	Adjusting Manholes	Each	39	200 | -	7,800 | -
42.	Adjusting Inlets	Each	8	200 | -	1,600 | -
43.	Cleanout Conversion	Each	2	200 | -	400 | -
	STRUCTURES				
44.	Bridge Removal Work	Lump Sum	All	Lump Sum	10,000 | -
45.	Structure Excavation	Cu.Yd.	190	18 | -	3,420 | -

Pine St. N.E.-Division St. N.E. (Salem) Section
Grading, Paving, Structures, Water System,
Signing, Illumination and Traffic Signals

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
46.	Structural Concrete, Class 3300	Lump Sum	All	Lump Sum	$ 6,750 | -
47.	Structural Concrete, Class 4500	Lump Sum	All	Lump Sum	7,250 | -
48.	Reinforcement	Lump Sum	All	Lump Sum	7,550 | -
49.	~~Asphalt Membrane~~ Membrane Waterproofing	Sq.Yd.	325	$ 15 | -	4875 | -
50.	Three Tube Steel Railing	Lin.Ft.	126	75 | -	9,450 | -
	WATER SYSTEM				
51.	A.C. Driveway Surface Removal and Replacement	Sq.Yd.	50	2 | 50	125 | -
52.	P.C.C. Driveway Surface Removal and Replacement	Sq.Yd.	70	5 | -	350 | -
53.	P.C.C. Walk Removal and Replacement	~~Sq.Yd.~~ S.F.	325	0 | 50	162 | 50
54.	Pipe Under Street Surface Removal and Replacement	Lin.Ft.	1,745	10 | -	17,450 | -
55.	Trench Excavation and Native Backfill	Lin.Ft.	1,780	2 | 50	4450 | -
56.	Trench Excavation and Aggregate Backfill	Lin.Ft.	6,970	5 | 50	38,335 | -
57.	Install 8-inch Ductile Iron Pipe	Lin.Ft.	2,915	2 | 00	5,830 | -
58.	Install 12-inch Ductile Iron Pipe	Lin.Ft.	5,820	2 | 50	14,550 | -

Pine St. N.E.-Division St. N.E. (Salem) Section
Grading, Paving, Structures, Water System,
Signing, Illumination and Traffic Signals

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
59.	Install Class 250 Ductile or Cast Iron Fittings	Lb.	11,355	$ 0.65	$ 7380.75
60.	Install 12-inch Coupling	Each	1	35.-	35.-
61.	1-inch Service Tap, Long Service	Each	87	300.-	26,100.-
62.	1-inch Service Tap, Short Service	Each	93	50.-	4650.-
63.	Install 2-inch Corpstop	Each	2	25.-	50.-
64.	Install 8-inch Butterfly Valves	Each	15	75.-	1125.-
65.	Install 12-inch Butterfly Valves	Each	14	100.-	1400.-
66.	Install 4-inch Gate Valves	Each	2	60.-	120.-
67.	Install 6-inch Gate Valves	Each	1	60.-	60.-
68.	Install Fire Hydrant Assembly	Each	21	200.-	4200.-
69.	Relocate Fire Hydrant Assembly	Each	2	250.-	500.-
70.	Install 2-inch Blowoff Assembly	Each	8	125.-	1000.-
71.	Railroad Crossing, Complete	Lump Sum	All	Lump Sum	6,600.-
72.	Bridge Crossing, Complete	Lump Sum	All	Lump Sum	4,000.-

Pine St. N.E.-Division St. N.E. (Salem) Section
Grading, Paving, Structures, Water System,
Signing, Illumination and Traffic Signals

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
	SIGNING				
73.	Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	$ 2000 | -
74.	Wood Sign Posts	Lump Sum	All	Lump Sum	9,065 | -
75.	Type "C" Signs in Place	Sq.Ft.	147	$ 12 | -	1764 | -
76.	Type "EE" Signs in Place	Sq.Ft.	300	13 | -	3,900 | -
77.	Type "H" Signs in Place	Sq.Ft.	186	12 | -	2,232 | -
78.	Type "T" Signs in Place	Sq.Ft.	324	14 | -	4,536 | -
79.	Type "U" Signs in Place	Sq.Ft.	50	15 | -	750 | -
	ILLUMINATION				
80.	Pole Foundations	Lump Sum	All	Lump Sum	57,000 | -
81.	Roadway Lighting Poles and Bracket Arms	Lump Sum	All	Lump Sum	100,000 | -
82.	Luminaires and Ballasts	Lump Sum	All	Lump Sum	21,000 | -
83.	Switching, Conduit, Wiring, Lamps, Etc.	Lump Sum	All	Lump Sum	78,000 | -
	TRAFFIC SIGNALS				
84.	Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	196,500 | 00

Pine St. N.E.-Division St. N.E. (Salem) Section
Grading, Paving, Structures, Water System,
Signing, Illumination and Traffic Signals

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
85.	Fire Preemption System, Complete	Lump Sum	All	Lump Sum	$ 14,000 /
~~86.~~	~~Traffic Signal Control Program, Complete~~	~~Lump Sum~~ out	~~All~~	~~Lump Sum~~	

Total Amount of Bid $ ~~2,073,019 25~~
2,072,919 25

10,122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 19, 1981

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00091
Project No. IX-1705(7)
Pine St. - Division St. (Salem) Salem
Marion County

Attached support data consists of PR-1 forms, project maps and signal warrants for Pine at Commercial, Liberty and Broadway Streets.

It is the Oregon State Highway Division's present intention to receive bids for this project on June 25, 1981.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $2,311,840 with an obligation of $1,965,063 in Federal funds based on the enclosed PS&E estimate dated January 23, 1981.

This request is based on the March 27, 1980 letter to you from Mr. F.B. Klaboe, Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

Interstate Transfer Funds for this project are available from obligation release on project IX-BRF-47 (13).

JLG/lms
Attachments

cc: C.O. Fredrickson (Region 2)
Gary Zehner w/att
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval E

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-81) 5-19-81 Rev. 1-5-81

U.S. DEPARTM BUREAU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65		PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME	STATE CODE (1)(2)
2		City Sts., Pine St. to Division St. (Salem)	ADT	14,000	-----	---	10	Oregon	41

CARD	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(76)	PROJECT NUMBER PREFIX LETTER(S) 14 28	NUMBER 7	SEQ. NO.
3	Gr., Dr., HT Pave., Signal, Illum., Str.								IX-	1705	(7)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE (14)(16)
	Interstate Substitutions General Funded	Marion	047

NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S. (41)
Salem	U	1705	City St.	---

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS 85% (67)(76)	STATE FUNDS	OTHER FUNDS City/Co.
5					PE							
5					ROW							
5					CONST (CODE) 6204 Y030 Y031 X023		"Pine St.-Division St. (Salem) Section."	1.10	2,311,840	1,965,063	-----	346,777
								1.10	2,311,840	1,965,063	-----	346,777

ROW-66
Access
partia
Parkin
comple

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
		JLG	

CARD	CODE	PROGRAM APPROVAL DATES
1	14	10-1-80

REMARKS

Additional Data: Item Nos. 80018 & 000
Project Nos. M-1705(1
IX-1705(5).

3241983

-0

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)
5-19-81 Rev.
1-5-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces): City Sts., Pine St. to Division St. (Salem)

ADT: PRESENT 14,000 | FUTURE ----- | YEAR ---

REGION: 10 | STATE NAME: Oregon | STATE CODE: 41 | APPN CODE: 772 | ITEM NO.: 00091

PROPOSED WORK (35 typewriter): Pave., Signal, Illum.

NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S): IX- | NUMBER: 1705 | SEQ. NO.: (7)

I. Projects Only: POST MI. | DESIG.

FUNDS: Interstate Substitutions General Funded

COUNTY NAME: Marion | CODE: 047

AREA: Salem

ROUTE NO. U | FEDERAL-AID: 1705 | STATE: City St. | U.S. ---

PROGRAM STAGE: ___ 1 OR ___ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS City/Co.	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) 6204 Y030 Y031 X023		"Pine St.-Division St. (Salem) Section."	1.10	2,311,840	1,965,063	-----	346,777	ROW-66' min.; Access Control-partial; Parking Restrictions-complete.
PROJECT TOTALS			1.10	2,311,840	1,965,063	-----	346,777	

RED BY: JLG

AM APPROVAL DATES: 10-1-80

REMARKS

Additional Data: Item Nos. 80018 & 00091; Project Nos. M-1705(1)& IX-1705(5).

-over-

USCOMM DUSCOMM-DC 48903-P61

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

1-19-81

Highway # 724

10/22
(2)

Attention: Right-of-Way Section

Prefix 324-1983

Subject: Federal Aid Project No. IX-1705(7)
Project Name Pine St. - Division St. (Salem)
City Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

RIGHT OF WAY ADMINISTRATION
RECEIVED
JAN 21 1981
M AM ADM RDR CA RS
PMS AS CE OS A
0 1 2 3 4 5
F

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provide relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary an fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon, this 19th day of January, 1981

City of Salem

Certified By:

Regional Right-of-Way Supervisor
Date 1-21-81

Kent L. Aldrich Mayor

Betty J. Marsh City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

a

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

1-19-81

Highway # 724

10/22

Attention: Right-of-Way Section

Prefix 324-1983

Subject: Federal Aid Project No. IX-1705(7)
Project Name Pine St. – Division St. (Salem) City Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

RIGHT OF WAY ADMINISTRATION
RECEIVED
JAN 21 1981
M AM ADM RES ES
PMS AS CE OS A HWE
D I S A E

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provide relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary an fair housing immediately available on the open market.

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Signed at Salem, Oregon, this 19th day of January, 1981

City of Salem

Certified By:

Regional Right-of-Way Supervisor
Date 1-21-81

Kent L. Aldrich Mayor

Betty J. Marsh City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

G

PROJECT MANAGEMENT BRANCH

ASHE ☐ STE ☐

PLE ☐ RE ☐ PRE ☐

JAN 22 1981

REFERRED TO _____

FOR _____

FILE: PM FA LG.

10/122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
PRO 6-2

January 5, 1981

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00091
Project No. IX-1705(7)
Pine St.-Division St. (Salem) Section
Marion County

Attached support data consists of PR-1 forms, project maps and signal warrants for Pine at Commercial, Liberty and Broadway Streets.

It is the Oregon State Highway Division's intention to request PS&E approval upon availability of funds.

I request transfer of Interstate Substitution General Funds for the construction of the subject project. The action will involve an estimated total cost of $3,000,000 with substitution funds in the amount of $2,550,000.

This request is based on the March 27, 1980 letter to you from Mr. F.B. Klaboe, Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bke
Attachments

cc: C.O. Fredrickson (Region 2)
Gary Zehner
General Files

Form 734-3122

G

Budget Bureau No. 41-R2067; Approval

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-81)

1-5-81

U.S. DEPART BUREA

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2

REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21		PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME	STATE CODE (2)
	City Sts., Pine St. to Division St. (Salem)	**ADT**	14,000	-----	---	10	Oregon	41

CARD 3

CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SEQ.
Gr., Dr., HT Pave., Signal, Illum. Str.								IX-	1705	(7)

CARD 4

CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded

COUNTY NAME: Marion — CODE (14)(16): 047

NAME OF URBAN AREA (17-31): Salem

ROUTE NO.: U — FEDERAL-AID: 1705 (32) — STATE: City St. (36)(37) — U.S.: --- (41)

CARD 5

LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76) 85%	STATE FUNDS	OTHER FUNDS City/Co.
1 (1418)	(18)	41	42	43 46	53						
5				**PE**							
5				**ROW**							
5				**CONST** (CODE) 6204 Y030 Y031 X023		"Pine St.-Division St. (Salem) Section."	1.10	3,000,000	2,550,000	-----	450,000
							1.10	3,000,000	2,550,000	-----	450,000

ROW-6 Acces part Parki comp

CARD 1

CODE 1	PREPARED BY	PROJECT TOTALS
14	JLG	(16) (23)(24) (33)

PROGRAM APPROVAL DATES: 10-1-80

REMARKS

Additional Data: Item Nos. 80018 & 00
Project Nos. M-1705(
IX-1705(5).

3241983

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

1-5-81

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City Sts., Pine St. to Division St. (Salem)	ADT	14,000	-----	---	10	Oregon	41	823	00091

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ve., Signal, Illum.,								IX-	1705	(7)		

DS	COUNTY NAME	CODE	PROGRAM STAGE
tate Substitutions General Funded	Marion	047	1 OR 2
Salem	ROUTE NO. U / FEDERAL-AID 1705 / STATE City St. / U.S. ---		

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS City/Co.	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) 204 030 031 023		"Pine St.-Division St. (Salem) Section."	1.10	3,000,000	2,550,000	-----	450,000	ROW-66' min.; Access Control-partial; Parking Restrictions-complete.
JLG		PROJECT TOTALS	1.10	3,000,000	2,550,000	-----	450,000	

APPROVAL DATES

10-1-80

REMARKS

Additional Data: Item Nos. 80018 & 00091; Project Nos. M-1705(1)& IX-1705(5).

-over-

USCOMM DUSCOMM-DC 48905-P61

Pine St.-Division St. (Salem) Section
Project No. IX-1705(7)

Existing Facility:

Pine St. to Mill Creek -- Couplet consisting of Liberty St. (N. Bd.) and Commercial St. (S. bnd.), both of which are 30-foot curbed sections with bituminous surface accomodating 2 traffic lanes each.

Mill Cr. to Division St. -- Commercial St. accomodating 4 lane two way traffic within a 59-foot curbed section having a bituminous surface.

Signals -- 2 phase pretimed span wire at intersection of Pine and Liberty.

Structure -- Mill Creek Bridge, Br. No. 308106, Highway over waterway, Rigid frame, L 40', HC 59'.

Railroad -- see "Railroad Crossing Data." below.

Adjacent Facilities:

North End -- Pine St.
South End -- Project No. IX-1705(3).

Project Data: The work on this project consists of constructing curbed sections requiring grade, drain and high-type pavement.
a) Pine St. to Mill Creek provides 36' curbed section on both Liberty St. and Commercial St. to accommodate 3 traffic lanes each street.
b) Mill Cr. to Division St. provides 75' curbed section on Commercial St. to accommodate 6 traffic lanes.

Install new traffic signals at Commercial and Pine and update existing traffic signals at Liberty and Pine and replace controller at Broadway and Pine. Install illumination, widen existing structure to 75' HC, adjust railroad gates where required and perform incidental work common to this type of project. Provide railroad protective service when necessary and adjust utilities as required.

Accomodation of Utilities: A State-City/County Agreement No. 7287 complying with paragraph 6d(1) of PPM 30-4.1 was executed on September 8, 1980.

Maintenance: A State-City/County Agreement No. 7287 complying with Section 116, Title 23 U.S.C. was executed on September 8, 1980.

Railroad Crossing Data: (Liberty St.)

Xing No.----------	3E070.11
Name of RR----------	Burlington Northern Inc.
No. of Tracks----------	1 main
No. of Trains ----------	12(4 thru, 8 switch)
No. of Hi-Speed Trains--	None
Exist. Xing Protection*-	Gates, Flashing lites & gongs
Proposed Xing Protection-	Relocated as required
Railroad Benefits -------	None

*Under Project RRP-000S(12)

System Action, Airports, Water Developments, Recreational Areas: None involved.

FHPM 7-7-2 Requirements: FEIS approved by FHWA on June 4 filed with CEQ on June 7, 1979 under Project No. M-1705(1

FHWA 4-1-4 Requirements:

a) State Clearinghouse ----- A-95 review conclusions dat 1977.
b) Dist. 3 Clearinghouse---- Satisfied by inclusions in

FHPM 7-7-5 Requirements:

a) Public Hearings --------- Corridor/Design held May 8 under M-1705(1).
b) Loc/Des----------------- Granted upon adoption of FE

Data for PR-37:

Type Code 6204 (Roadway)----------	$2,395,000
Type Code Y030 (Illumination)--------	360,000
Type Code Y031 (Traf. Signals) ------	230,000
Type Code X023 (Bridge) ------------	15,000

Note: 1) This project is in Congressional District No.
2) Included in MWVCOG SATS FY '81 TIP/AE on pg. 2
3) On-the-job trainees, as set forth in FHWA orde 7-2(2), on this project will be determined at and the number stipulated in the PS&E document
4) State Clearinghouse PNRS #7708-2-650

(Salem) Section

k -- Couplet consisting of Liberty St. (N. Bd.)
bnd.), both of which are 30-foot curbed sections
e accomodating 2 traffic lanes each.

t. -- Commercial St. accomodating 4 lane two way
ot curbed section having a bituminous surface.

timed span wire at intersection of Pine and Liberty.

ek Bridge, Br. No. 308106, Highway over waterway,
59'.

road Crossing Data." below.

e St.
ject No. IX-1705(3).

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de, drain and high-type pavement.
eek provides 36' curbed section on both Liberty St.
to accommodate 3 traffic lanes each street.
n St. provides 75' curbed section on Commercial
6 traffic lanes.

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ation, widen existing structure to 75' HC, adjust
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ide railroad protective service when necessary and
quired.

ies: A State-City/County Agreement No. 7287
ph 6d(1) of PPM 30-4.1 was executed on

City/County Agreement No. 7287 complying with
U.S.C. was executed on September 8, 1980.

Railroad Crossing Data:

	(Liberty St.)	(Commercial St.)
Xing No.----------	3E070.11	3E070.18
Name of RR----------	Burlington Northern Inc.	Same
No. of Tracks----------	1 main	Same
No. of Trains ----------	12(4 thru, 8 switch)	16(4 thru, 12 switc
No. of Hi-Speed Trains--	None	None
Exist. Xing Protection*-	Gates, Flashing lites & gongs	Same
Proposed Xing Protection-	Relocated as required	Same
Railroad Benefits -------	None	None

*Under Project RRP-000S(12)

System Action, Airports, Water Developments, Recreational and Historical Areas: None involved.

FHPM 7-7-2 Requirements: FEIS approved by FHWA on June 4, 1979 and filed with CEQ on June 7, 1979 under Project No. M-1705(1).

FHWA 4-1-4 Requirements:

a) State Clearinghouse ----- A-95 review conclusions dated September 20, 1977.
b) Dist. 3 Clearinghouse---- Satisfied by inclusions in TIP.

FHPM 7-7-5 Requirements:

a) Public Hearings --------- Corridor/Design held May 8 and May 22,)78 under M-1705(1).
b) Loc/Des------------------ Granted upon adoption of FEIS.

Data for PR-37:

Type Code 6204 (Roadway)----------	$2,395,000
Type Code Y030 (Illumination)--------	360,000
Type Code Y031 (Traf. Signals) ------	230,000
Type Code X023 (Bridge) ------------	15,000

Note: 1) This project is in Congressional District No. 2.
2) Included in MWVCOG SATS FY '81 TIP/AE on pg. 29, line 107.
3) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.
4) State Clearinghouse PNRS #7708-2-650

10,122

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

COMMISSIONERS
Randall Franke, Chairman
Pat McCarthy
Harry Carson, Jr.

EXECUTIVE OFFICER
Harold F. Brauner

LEGAL COUNSEL
Frank C. McKinney

TELEPHONE 588-5212
AREA CODE 503

June 4, 1980

Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: NE Liberty Street-Commercial Street
Couplet Project.

Dear Mr. Stearns:

Proposed preliminary engineering and construction-finance agreement forwarded by your letter of May 13, 1980, for approval and signature is returned herewith without action.

The recent ODOT report that Federal appropriations for interstate transfer projects can be expected to be inadequate emphasizes the need for close correlation of transfer project schedules and the need for strict monitoring of transfer funds. The Liberty Street-Commercial Street Couplet terminates as the southern terminus of the proposed Salem Parkway. Although the current priority of the Liberty-Commercial Couplet is ahead of that of the Parkway, these two projects should be constructed during the same period. Significantly earlier completion of the Liberty-Commercial Couplet could be expected to worsen current traffic problems north and east of the northern end of the couplet.

✓ It is suggested that the construction-finance agreement for the Liberty-Commercial Couplet be resubmitted to Marion County concurrently with that for the Salem Parkway project.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
JUN 10 1980
REFERRED TO Mainor
FOR
FILE: PM FA LG.

Sincerely,

BOARD OF COUNTY COMMISSIONERS
FOR MARION COUNTY, OREGON

Randall Franke
Chairman

Pat McCarthy
Commissioner

Harry Carson Jr.
Commissioner

JJG:lk
cc: Kent Aldrich
D. H. Moehring ✓
Lou McNicoll
Dick Knowles
George Grove

Attachment

10,122

Form 81-734-3039

.1 SALOO 18)

ER -10 ACCT 7-24

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Pine St - Division Street (Salem)

Date 3/4, 1980

Highway N. Liberty & Commercial Couplet 1705

Authorization No. 1

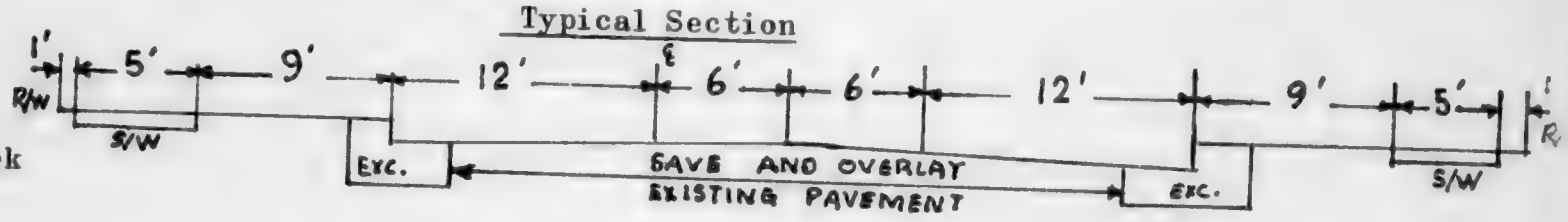
County Marion 29

Survey Prefix 324-1983 (Assigned by Salem office)

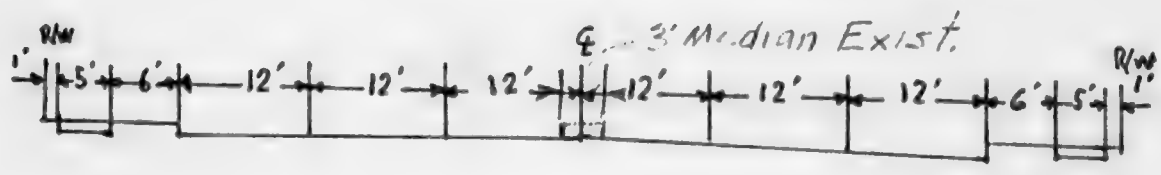
Description of termini, route, length, etc.: The northerly terminus is the intersection of Liberty and Commercial with Pine Street. The southerly terminus is the intersection of Commercial and Division Streets. The project length is 5800 feet.

Typical Section

Pine St. to Mill Creek



Mill Creek to Division St.



Purpose of survey:

Prepare plans, specifications and cost estimate to widen Liberty and Commercial Couplet to 36 feet curb to curb from Pine Street to Mill Creek, widen Commercial to 75 feet from Mill Cr. to Division Street. Install signals, illumination and widen Mill Creed bridge. City of Salem will perform engineering, State will monitor and review.

Estimate of Costs:

Resident Engineer	(901)	$1,000	Recon. & Hydrology	(913)	200
Payment to Loc. Govrn't	(903)	39,200	Project Management	(920)	50
Final Design	(905)	2,000	Specifications	(921)	1,500
Bridge Design	(906)	1,500	Adm. Serv. (Eng.)	(922)	50
R/W Descriptions	(909)	500	Environmental	(923)	200
Soils & Geology	(910)	1,500			
Traffic	(911)	1,800			
Utility Liaison	(914)	500			

1X-1705(5)

7-17-80

Approved by Hwy Engr 3-20-80

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
APR 16 1980
LOCATION SECTION

Total estimated cost of survey . . . . . $ 50,000

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requests made by:

Field Engineer

Recommended for Approval:

Location Engineer

Recommended for Approval:

Regional Engineer

Approved:

Assistant State Highway Engineer

SP*19780-734

N R

10,122

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: 3/4/80

PREFIX:

1 - IDENTIFICATION

PROJECT NAME: North Liberty - Commercial Couplet (Pine St- Division St.)

HIGHWAY NAME: City Streets

HIGHWAY NUMBER:

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
2	3	Marion	Salem

LENGTH: 5,800

MILEPOST NUMBER: TO

[ ] RURAL [X] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: City of Salem

TYPE OF FUNDS
[ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [X] OTHER Federal Aid Interstate Transfer

METHOD OF CONSTRUCTION
[X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK
[X] GRADING [X] PAVING [X] STRUCTURE [X] SIGN [X] SIGNAL [X] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Widen existing couplet from 30' to 60' curb to curb to provide for a third vehicle lane in each direction. Revise intersections to reduce "roll a coaster" ride. Widen to 75' for 6 lanes south of Mill Creek. New traffic signal at Pine and Commercial Streets

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
35		[ ] LIGHT [ ] MEDIUM [ ] HEAVY

3 - FEATURES	EXIST NUMBER AND WIDTH		PROPOSED NUMBER AND WIDTH	
TRAVEL LANES	Pine to Mill Cr. 2 - 11-foot	Mill Cr to Division 4 - 10-foot	Pine to Mill Cr 3 - 12-foot	Mill Cr to Division 6 - 12-foot
SHOULDERS				
MEDIANS		3-foot		3-foot
PARKING LANES	1 - 8-foot	2 - 8-foot		
SIDEWALKS	2 - 5-foot	2 - 5-foot	2 - 5-foot	2 - 5-foot
BIKEWAYS				
INTERCHANGES				
OTHER:				

	YES	NO	MAYBE
Channelization	X		
Frontage Roads		X	
Traffic Signals	X		
Signing	X		
Illumination	X		
Structures	X		
Stage Construction	X		
Pedestrian Crossing			
Rest Area		X	
Truck Scale Site		X	
Landscaping			X
Drainage	X		
River _____		X	
Stream _____	X		
Storm Sewer	X		
Sanitary Sewer		X	
Right of Way	X		
Simple Acquisition			
Complex Acquisition			
Relocations			

	YES	NO	MAYBE
Right of Way (cont.) Improvements			
Access Control			
Railroad Crossing	X		
At Grade	X		
Separated		X	
Railroad Encroachment	X		
Permits			
Conditional Use		X	
Flood Plain		X	
Irrigation District		X	
Water District		X	
Drainage District		X	
Div. of State Lands			
Dept. of Geology & Min. Ind.		X	
Corps of Engineers			
Coast Guard			
DEQ NPS Air Pollution			X
DEQ NPS Water Pollution		X	
Building		X	
Fish & Wildlife Approval			

3 - FEATURES (cont.)

	Y'	NO	MAYBE
Agreements (City-County Etc.)	X		
Environmental Assessment		X	
Statewide Assessment		X	
Negative Declaration		X	
Environmental Impact Statement		X	
4-F Statement		X	
Citizen Advisory Committee		X	
Public Hearing _____			
Borrow Source		X	
Material Source		X	
Utilities	X		

Type Water - power - telephone - sewer

	YES	NO	MAYBE
Hydraulics Study	X		
Soils Investigation	X		
Airport Clearance		X	
Economic Analysis		X	
Requires Field Survey	X		
Old Survey Available			X
Requires Vicinity Map	X		
Requires Photogrammetry		X	
Requires Reconnaissance Survey		X	
Reconnaissance Available			X
Design Review	X		

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING			
RIGHT-OF-WAY			
CONSTRUCTION ENGINEERING			

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	
CORRIDOR APPROVAL	( )	
FIELD SURVEY	( )	3 mo.
PRELIMINARY DESIGN	( )	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE: 1981 (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
A/C pavement	8	2"
Leveling course	1½	--
Base Rock	8½	
TOTAL	26 C.B.E.	

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	50,000	
RIGHT OF WAY		
TRAFFIC CONTROL	118,000	
ILLUMINATION	415,000	
STRUCTURES	165,000	
RAILROAD		
ROADWAY	550,000	
OTHER _____		
ENGINEERING & CONTINGENCIES	440,000	
PROJECT TOTAL	1,738,000	

SUBMITTED BY _____

C E R T I F I C A T I O N

STATE OF OREGON)
COUNTY OF MARION) ss
CITY OF SALEM)

I, Betty J. Marsh, hereby certify that I am the duly appointed, qualified and acting Recorder of the City of Salem, Oregon; and I FURTHER CERTIFY that the attached copy of City of Salem Resolution No. 80-50, adopted by the Common Council on February 11, 1980 has been prepared by me, compared with the original thereof and is a true and correct copy of City of Salem Resolution No. 80-50.

WITNESS my Hand and the Seal of the City of Salem, Oregon this 13th day of February, 1980.

Betty J. Marsh
City Recorder

RESOLUTION NO. 80-50

WHEREAS, on February 4, 1980, Council adopted Resolution No. 80-41 relating to North Liberty-Commercial Couplet project; and

WHEREAS, said resolution mistakenly referred to a "request for federal funds for preliminary engineering and environmental impact statement" instead of a construction project request; NOW, THEREFORE,

BE IT RESOLVED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

THAT approval is hereby given to a request for federal construction funds for the Pine Street-Division Street section of the North Liberty-Commercial Couplet, and the Mayor and Recorder are hereby authorized on behalf of the City of Salem to execute the appropriate agreement; and

BE IT FURTHER RESOLVED that Resolution No. 80-41 adopted by the Common Council February 4, 1980, be and the same is hereby rescinded.

ADOPTED by the Common Council this 11th day of February, 1980.

ATTEST:

CITY RECORDER

10,122

RECEIVED
FEB 15 1980
MARION COUNTY ENGINEER

FEDERAL AID PROJECT REQUEST

Date January 28, 1980

Applicant Agency City of Salem
Request for: Off-System ____, FAS-C ____, FAUS ____ Project Interstate Transfer X
Federal Aid Route No. FAU 1705 Route Name ____
Project Name North Liberty-Commercial Couplet
Pine Street to Division Street
Project Length 5800 Ft. Project Location (Attach sketch map) 1-1
Project Description Widen existing couplet from 30 feet curb to curb to 36 feet curb to curb to make room for 3rd vehicle lane in each direction. Also revise intersections to reduce "roll-a-coaster" ride. South of Mill Creek, Commercial Street is to be widened to 75 feet for 6 lanes. New traffic signal at Pine and Commercial Streets.
Average Daily Traffic See attached Design Speed 35 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 30 Travel Lanes 2 @ 11' Shoulders 1 @ 8'
Medians None Parking one side parallel
Sidewalks 2 @ 5'
Remarks See attached cross sections

2. Desired Roadway Cross Section: (Attach sketch)

Width 36' Travel Lanes 3 @ 12' Shoulders None
Medians None Parking None
Curbed Yes Length Curb Radii Varies 20' to 30'
Sidewalk/Bikeway Retain existing sidewalks, construct bike ramps
Remarks 3rd vehicle lane to be signed and striped for bikeway vehicles (10 years ±)

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 66' Minimum 66' Maximum 99'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No No

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No X
Remarks 2 small triangles needed
SE corner Liberty and Pine; NW Corner Commercial @ South.
Plus narrow strip along east side of Liberty-Commercial Y. Plus Illumination Easements.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Pine @ Liberty 2 phase Pretimed Span wire

2. Proposed Signalization:

Location Pine @ Commercial (New signal), Pine at Liberty (signal replacement) & Pine at Broadway (Controller replacement only)
Type Pretimed
Phases 2
Type of Suspension Mast Arm
Interconnected Yes (Commercial to Broadway)
Remarks See attached warrants
Include "Opticom" fire pre-emption in all three.

3. Permanent Signing:

Include in project or by applicant? Include in Project

4. Permanent Striping:

Include in project or by applicant? Work by applicant. Include funds in project.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

175 watt and 400 watt mercury vapor at spacing varying from 175 ft. to 400 ft. (one side only). Existing illumination levels are poor

2. Proposed Illumination:

Location See attached
Type
Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Commercial @ Mill Creek Br. No. 308106
Type Cast in place reinforced concrete
Approach Roadway Width 59' Shoulder Width
Length 40' Width 59'
To remain in place? Yes
Remarks: Widen existing Bridge to 75' curb to curb and rebuild wingwalls.

2. Proposed Structure:

Location See above

Approximate Size: Length Width

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes Yes No _____

   Name of Railroad Oregon Electric (Burlington Northern)

   Existing Crossing Protection
   Flashing lights, Advance Warning Signs, Stop Clearance Lines

2. Will existing railroad crossing be altered? Yes
   Widen existing 30' curb to curb to 36' curb to curb

   Remarks Crossing protection now being upgraded to drop gates and cantilever flashing lights by BNRR; being paid for 90% DOT, 10% State grade crossing protection account.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Dick Knowles, Transportation Coord. COG Senator Bldg, 220 High NE, Salem, Oregon 97301 Office
2.	Environmental	" Office
3.	Public Hearing	" Office

Remarks Draft EIS March 1978
Public Hearing May 1978
Final EIS May 1979

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State _____ Consultant _____

2. Project construction engineering to be performed by:

Applicant: City of Salem State_____ Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No_____
If "yes," describe briefly: _____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 550,000
Right-of-way costs (if participating)	0
Traffic ~~control~~ (signal, signing & striping)	118,000
Illumination	415,000
Structures	165,000
Railroad	0
Other construction Engineering & Preliminary engineering contingencies	440,000 50,000
PROJECT TOTAL	$ 1,738,000 1980 $

Remarks See attached back up

(Marion County will pay 7.5% of local matching funds.)

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF SALEM and/or MARION COUNTY

By _____

By _____

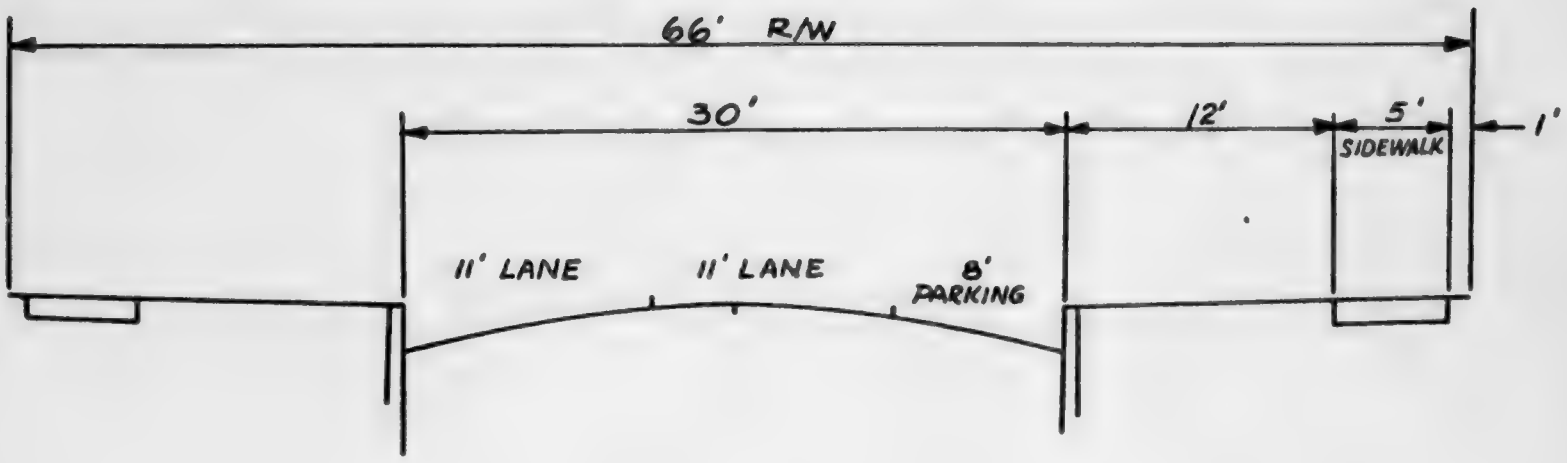
By _____

By _____

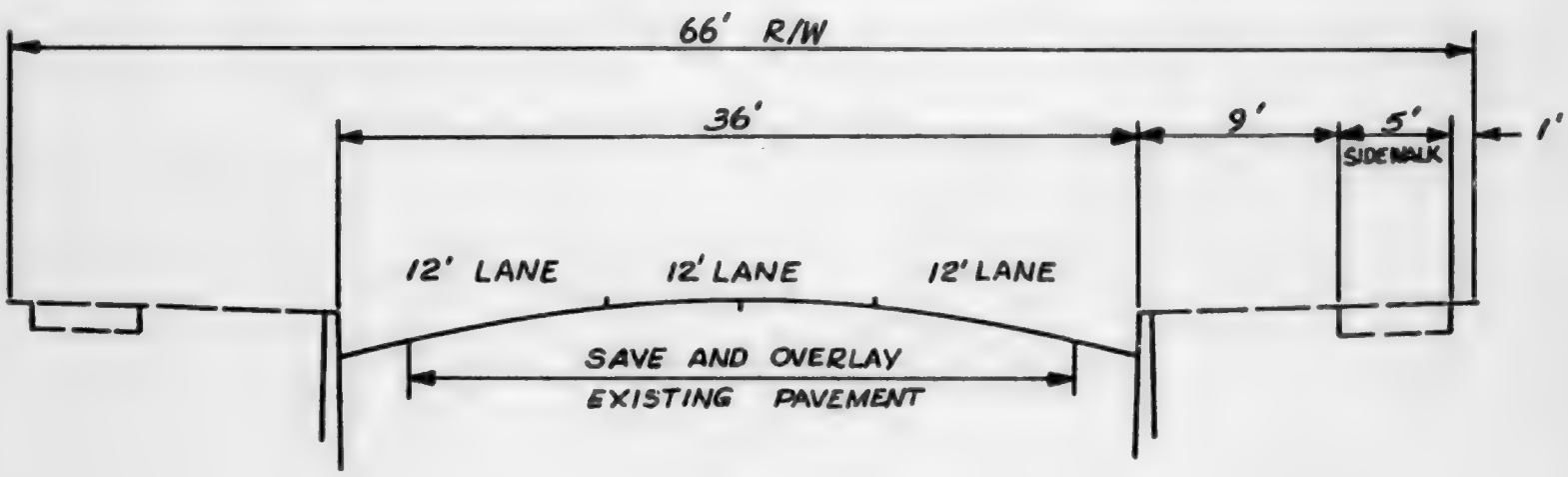
By _____

APPROVED AS TO FORM
_____
Legal Counsel

NORTH LIBERTY STREET
NORTH COMMERCIAL STREET
PINE STREET TO MILL CREEK

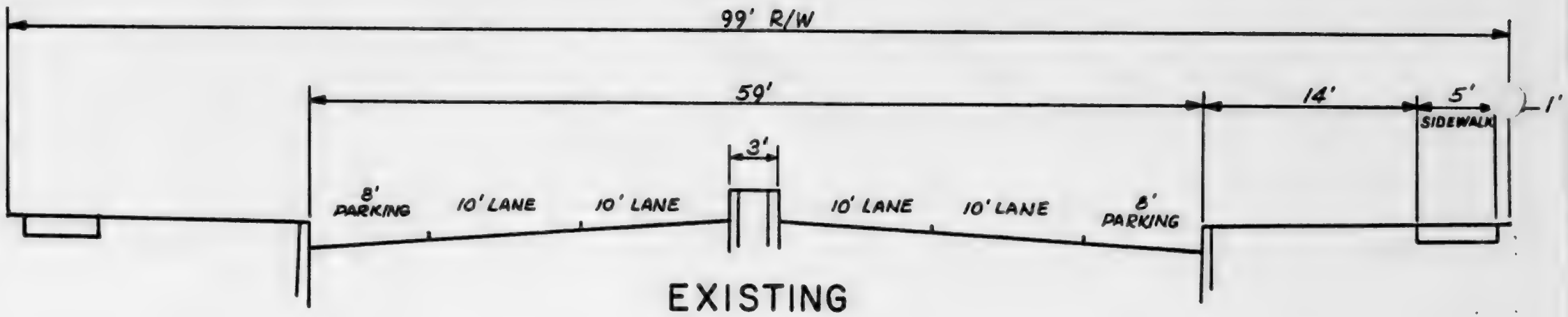


EXISTING

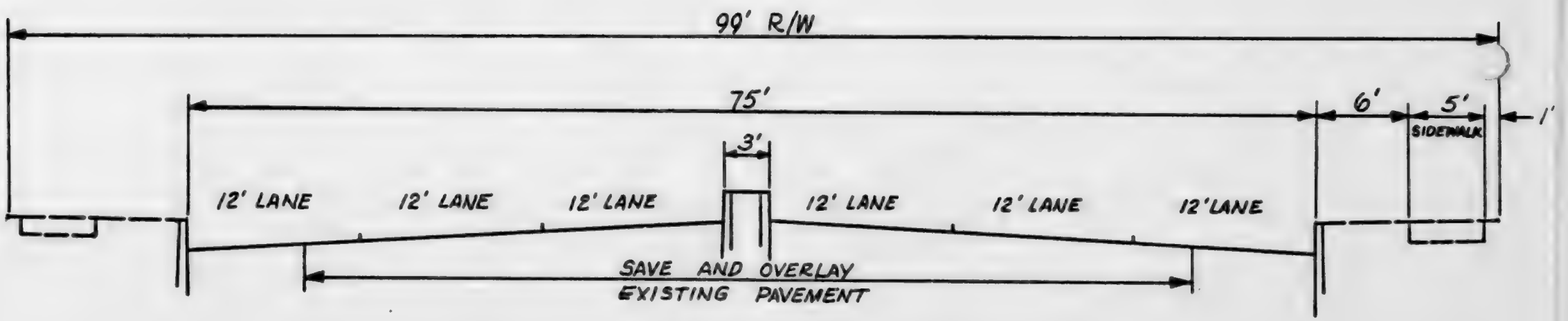


PROPOSED

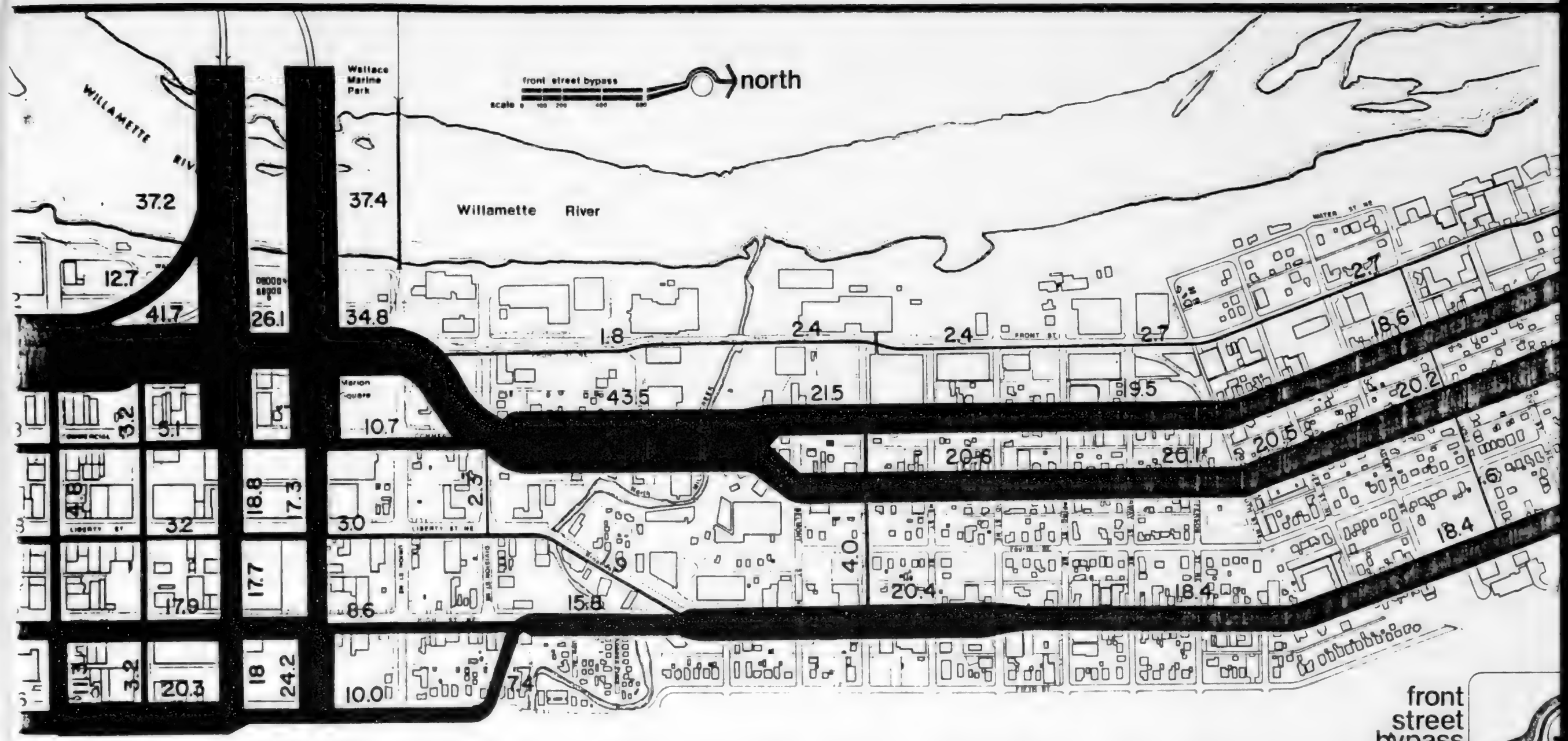
COMMERCIAL STREET
MILL CREEK TO DIVISION STREET



EXISTING



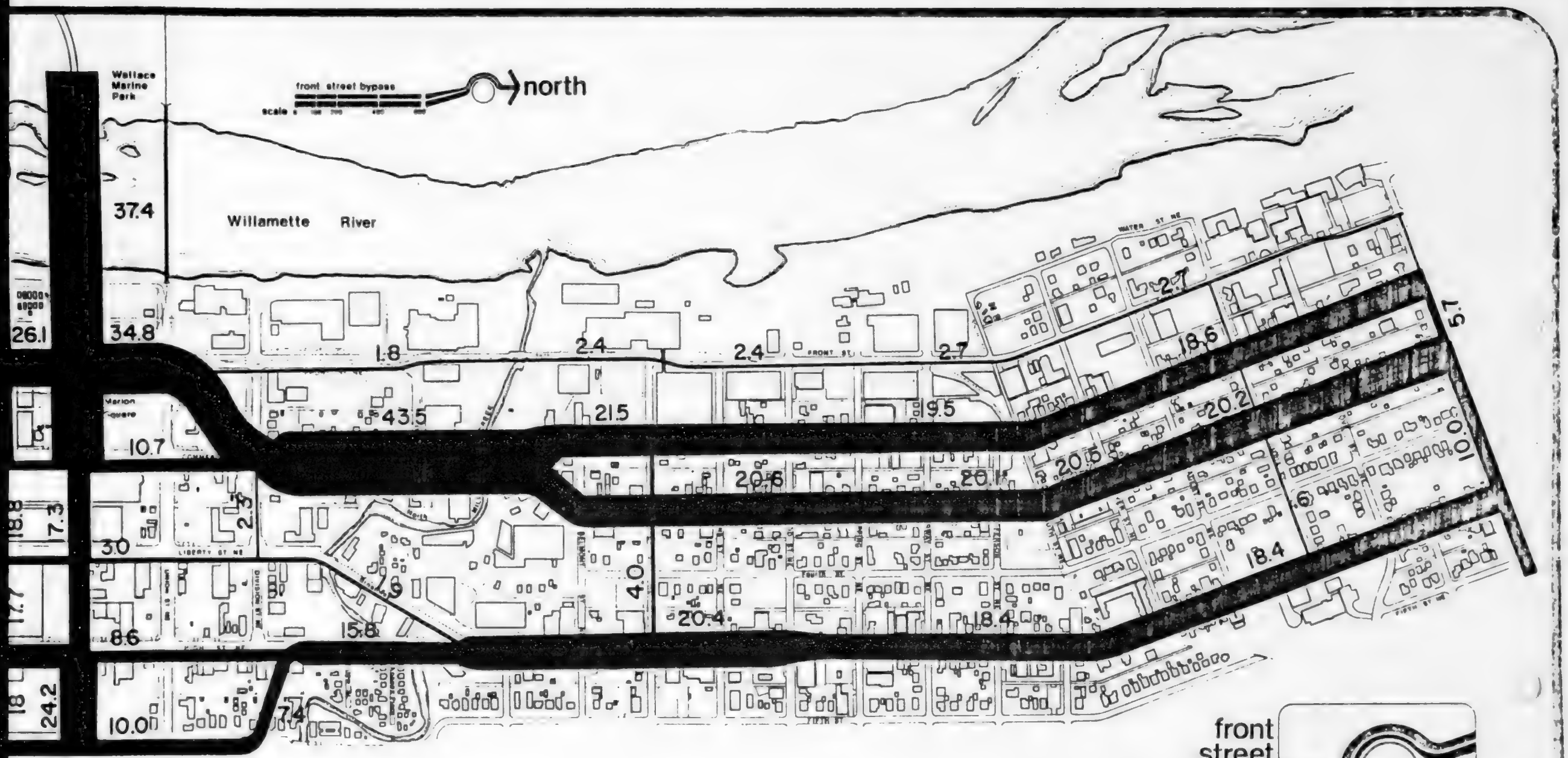
PROPOSED



Year 2000 Average Daily Traffic (ADT) In Thousands

FIGURE

Source : Front Street Final EIS.

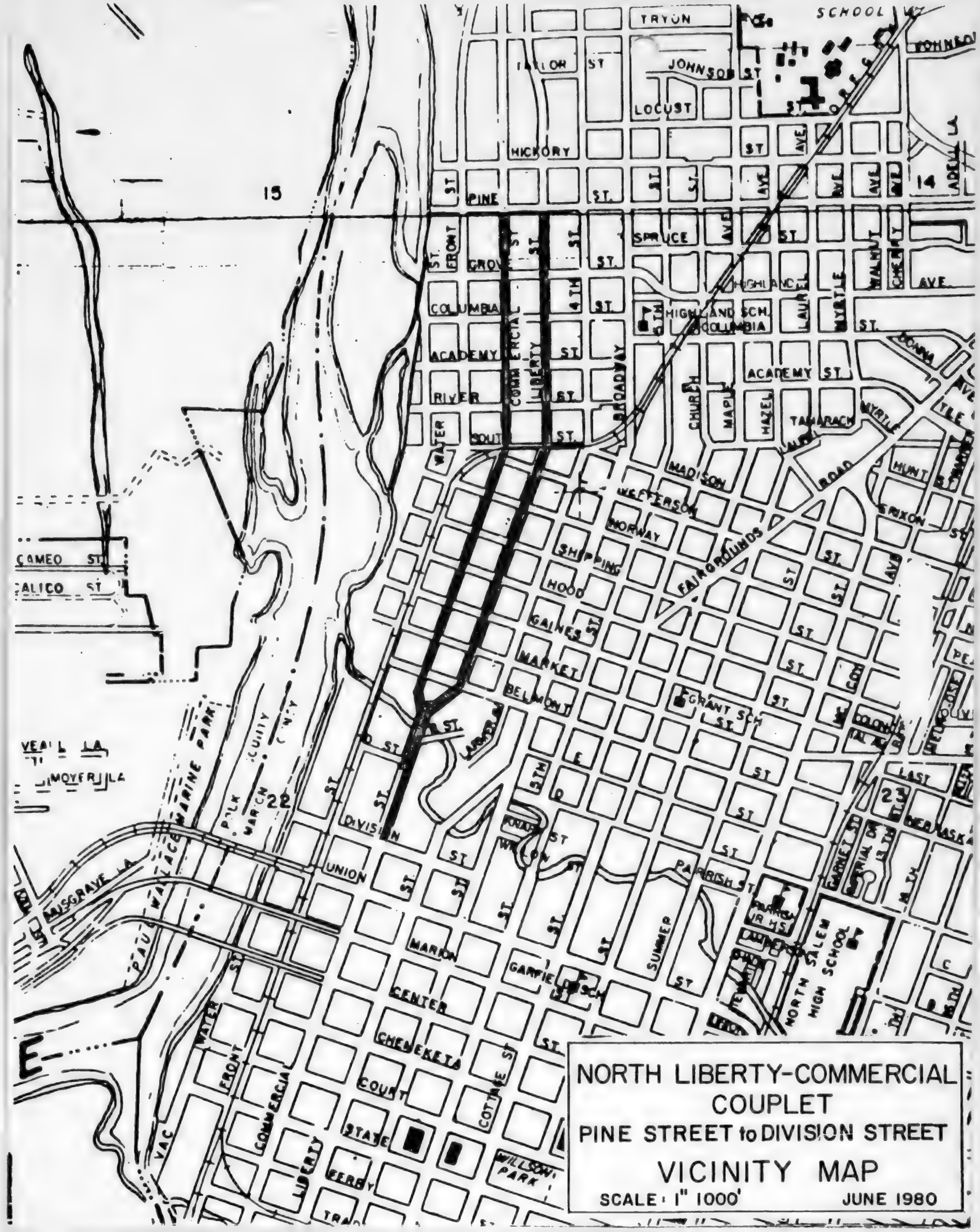


front street bypass

2000 Average Daily Traffic (ADT) In Thousands

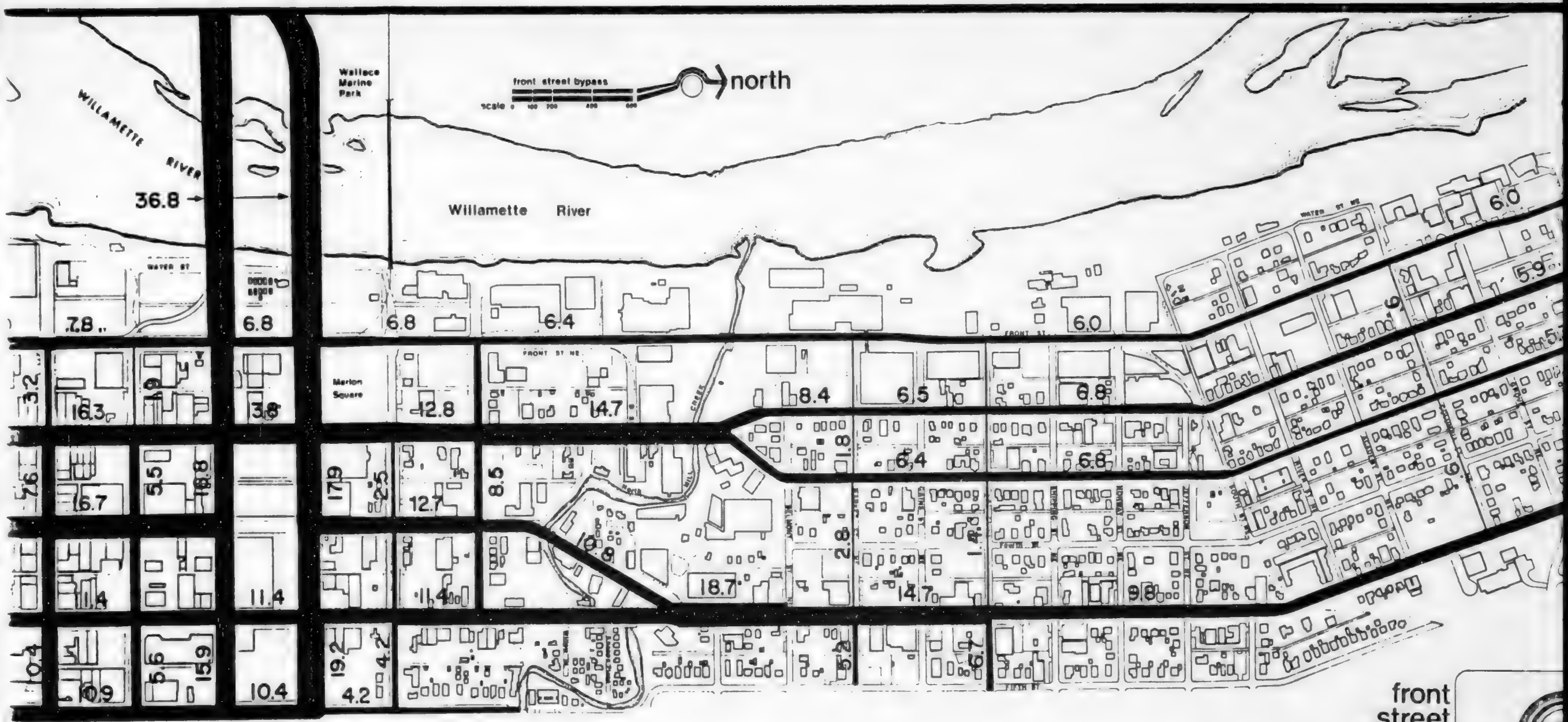
FIGURE 27

Source: Front Street By Pass Final EIS May 1979.



NORTH LIBERTY-COMMERCIAL COUPLET
PINE STREET to DIVISION STREET
VICINITY MAP

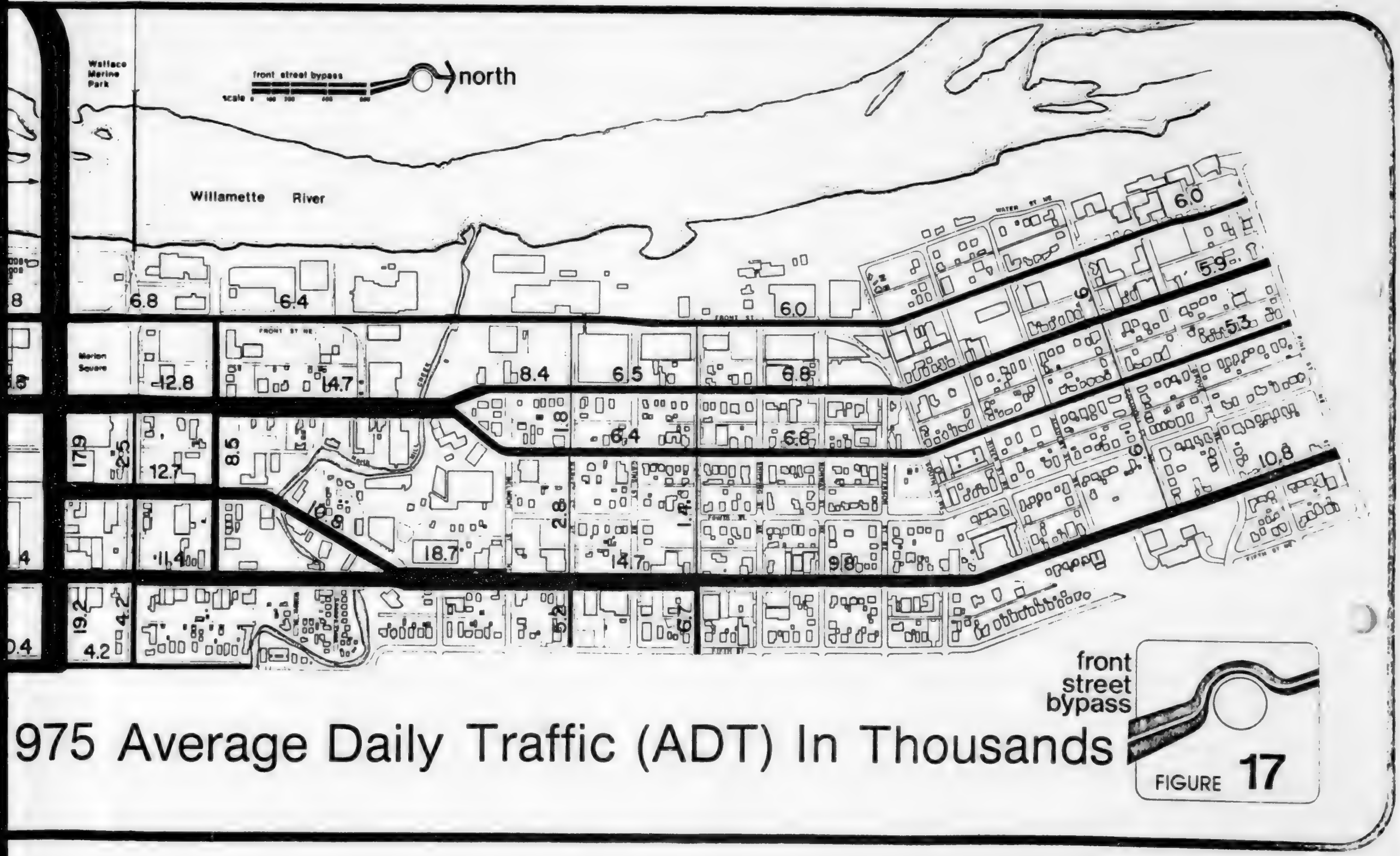
SCALE: 1" 1000' JUNE 1980



Year 1975 Average Daily Traffic (ADT) In Thousands

FIGURE

Source: Front. St
Final El



Source: Front Street Bypass Final EIS May 1979

1985 Senecal Cr. Br. Sec. of 10,123
Hillsboro - Silverton Highway.
(Grading, paving & structure)

C4A - 8099 - 11-6-84
3-22-84

OFFICE DATA - OREGON FEDERAL-AID PROJECTS

OREGON STATE HIGHWAY DIVISION

Item No. 40096

Project No. BRF-75(11)

Project Seneca Creek Bridge Highway Hillsboro-Silverton County Marion

Type of Work P.E. & R/W Length-Rdy. ____ Brs. ____ Total ____

PEA Estimate · Date Submitted 11-21-83 Amount 15,000 - Government 12,000 - State 3,000 Co. City —

PA Estimate · Date Submitted 12-7-83 Amount 15,000 - Government 12,000 - State 3,000 Co. City —

Rev PA Estimate · Date Submitted 10-2-84 Amount 18,779.67 Government 15,023 - State 3,756.67 Co. City —

" Estimate · Date Submitted 5-23-85 Amount 21,779.67 Government 17,423 State 4,356.67 Co. City ____

4 Estimate · Date Submitted 8-21-85 Amount 22,779.67 Government 18,223 State 4,556.67 Co. City ____

" " Estimate · Date Submitted 9-18-86 Amount 31,891 Government 25,512 State 6,379 Co. City —

Preliminary Engineering Phase I ____ Phase II ____ Rights of Way ____ Construction ____ Other ____

Project Agreement · Amount 12,000 - Date 12-9-83 State Contract No. ____ P.P.R. Copy ____

Modified Agreement · Amount 15,023 — Date 10-2-84 State Contract No. ____ P.P.R. Copy ____

Modified Agreement · Amount 17,423 Date 6-5-85

Modified Agreement · Amount 18,223 Date 8-29-85

Modified Agreement · Amount 25,512 Date 9-23-86

Modified Agreement · Amount ____ Date ____

Modified Agreement · Amount ____ Date ____

Pro-rata 80% Group 1 ____ Group 2 ____ Group 3 ____ Group 8 ____ Group 9 ____

Oregon Code 118

RECORD OF VOUCHERS

No.	Date Submitted	Amount	Total Amount To Date	Date Payment Received	Prefix 124-1806	Prefix C124-2544	Prefix	Prefix
Final	12-28-90	0.00	24,483.51	1-14-91				
	Total							

FORM 734-3144 (Rev. 11-78)

10,123

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12,1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

E VOUCHER NO.

FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building
Salem

(For use of Paying Office)

STATE

Oregon 97310

VOUCHER TYPE *(Check Appropriate Block)*

		CURRENT BILLING	
VOUCHER PERIOD FROM 11 29 83		OTHER PROGRESS	FEDERAL AID PROJECT NO. BRF 75(13)
TO 11 30 89	X	FINAL VOUCHER (*)	

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
30,912.07	30,604.39	80.00	24,483.51	24,483.51	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	12/31/90	Robert E Wortham ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

SENACAL CREEK BRIDGE SECTION
HILLSBORO-SILVERTON HIGHWAY
MARION COUNTY

Type Code PE Preliminary Engineering		
State	All Required	$12,453.21
Consultant (Swan Wooster Engineering)	All Required	15,770.95
Total Preliminary Engineering Costs		$28,224.16
Miscellaneous Project Cost Audit	All Required	$ 509.49
TYPE CODE ROW RIGHT OF WAY	All Required	$ 1,870.74
TOTAL PARTICIPATING COST		$30,604.39
Non-Participating Project Cost Right of Way	All Required	$ 307.68
TOTAL NON-PARTICIPATING PROJECT COST		$ 307.68
TOTAL PROJECT COSTS		$30,912.07

BRF 75(13)

jc cc: OSHD (D. Forbes)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Marion	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
5/17/88	E. J. Carpenter, Highway Engineeer Trainee	BRF-75(17)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
12/31/85	7/28/87	See Below *	S.C.D. 11/30/85

LOCATION

Senecal Creek Bridge on Hillsboro-Silverton Hwy; Marion Co., Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
JUN 1 '88

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

6/2
REFER TO
cc Construction
FOR cm

Info	Inves	R/D	D/R	Sign	Act	File

D. R. ADAMS

SENECAL CREEK BRIDGE
HILLSBORO - SILVERTON HIGHWAY
Bridge Replacement

This project provided for the replacement of a wooden mud-sill single span structure over Senecal Creek. The new structure is a precast concrete slab span supported on friction pipe pile.

The project was awarded to Auburn Construction Company of Wilsonville, Oregon in the amount of $188,977.00. The final cost of the original bid items was $192,853.91, or a 2% overrun of the contract bid amount. The final cost of the project including all changes and engineering was $274,678.90. All anticipated work has been completed. A final inspection was made on May 30, 1986.

The contract provided for a specified completion date of November 30, 1985. The project was completed on December 31, 1985 which resulted in an overrun of 31 calendar days. The contractor requested a time extension and was granted 26 additional calendar days. Therefore there remains 5 calendar days of liquidated damages charged under the contract.

- EJC -

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Harry B Carter, Area Engr		SIGNATURE: [signature]	
TITLE: for Highway Engineeer Trainee	DATE: 5/31/88	TITLE: District Engineer	DATE: 5/31/88

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

10123

February 26, 1988

Auburn Construction Co.
P. O. Box 676
Wilsonville, OR 97070

CON 5
10123

Re: Request for Reconsideration
Time Extension Request
Senecal Creek Bridge
Contract No. 10123
FAP No. BRF-75(17)

Your request for additional review of your earlier time extension requested on the above contract has been carefully compared with the project records. You contend that our previous analysis did not properly account for weekends in converting working days to calendar days.

Upon this further review, we find that work days were properly converted to calendar days for asphalt pavement removal, excess imported embankment, and weather. We find that the time allowed for the additional detour material removed did not correctly convert working days to calendar days. The five calendar days allowed for the additional detour removal work should have been seven calendar days.

An additional contract time adjustment of two calendar days is therefore granted. The adjusted contract time of completion of this contract is December 26, 1985. There remains five calendar days of liquidated damages under this contract. Should you wish to review this matter further, please contact Project Manager Lee Franklin.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
W. G. Anhorn w/att.
Lee Franklin w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON

INTEROFFICE MEMO

TO: Ken Husby
Region II Construction Engineer

DATE: January 21, 1988

FROM: Lee Franklin
Project Manager

SUBJECT: Time Extension Review
Senecal Creek Bridge
Contract No. 10123

CE F CAE COE OM OE CA CAM EEO
RECEIVED
FEB 22 1988
CONSTRUCTION SECTION
SPC TC SA CC FE CP PQC QCS FILE

Mr. Berning's letter of December 26, 1986 to Mr. W. E. Schwartz, claims that the time extension allowed and deliniated in Mr.Schwartz's letter of December 18, 1986 does not include weekends on the calendar day counts.

In my review of the day counts allowed in Mr. Schwartz's letter, I find that the weekend days have indeed been included in all but one of those counts. Of the four issues where additional time has been granted, I find the one on removing additional detour embankment has justification for an additional two days. The other issues should remain unchanged from Mr. Schwartz's letter.

Item	Requested	Granted Schwartz	Recommended Franklin
Remove Additional Detour Embankment	11	5	7

In conclusion, I recommend an additional time adjustment of 2 days be added to the completion date of December 24, 1985 established in Mr. Schwartz's letter of December 18, 1986. This would change the adjusted completion date from December 24, 1985 to December 26, 1985. The following is a synopsis of event time frames for reference.

2-24-88
W.E. Schwartz -
I concur with Region and Proj. Mgr.
O. B. Jackman

CC: C.O. Fredrickson
Apparently we left out a weekend inadvertently. Region agrees with Project Manager and recommends your concurrence.
Ken Husby
2-19-88

REGION 2 OFFICE
RECEIVED
FEB 17 1988
RLO ROE RE RCE RME ROM RTS RLE RPC RPB RUS RG RSR

1-12B-1987

10,123

TO BE COMPLETED BY FHWA			
MONTHLY TRANSACTION NUMBER 11-96	U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER			State: Oregon
MODIFICATION NUMBER 3		11-23-87	County: Marion
			Project Number: BRF-75(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 8 , 19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 270,228	$ 280,201
Federal funds	$ 216,181	$ 224,160
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of NOV , 19 87 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joyce H. Speight for
Manager, Program Section
(Title)

XXX By For: Larry Rulien
State Highway Engineer
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: Dale E. Wilken

FUNDS AVAILABLE
DATE NOV 23 1987

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 18, 1987

FEDERAL AID PROJECT NO. BRF-75(17)

SENECAL CREEK BRIDGE SECTION
HILLSBORO-SILVERTON HIGHWAY
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. 10+00 TO STA. 12+59)(STA 13+04 TO STA. 16+50)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flaggers (PA #2A)	HRS	$ 8.82	---	$ ---	182	$ 1,605.24
Type 2 Fence (PA #4A)	L.F.	4.85	---	---	855	4,146.75
Embankment in Place (PA #5)	C.Y.	7.00	---	---	603	4,221.00
				$ 0.00		$ 9,972.99

Increase	$ 9,972.99
Subtotal from estimate on Mar. 9, 1987	118,624.00
Subtotal	$ 128,596.99
Engineering	17,793.01
Total	$ 146,390.00

TYPE CODE X080
STRUCTURE, BR. #4442A (STA. 12+59 TO STA. 13+04)

Total as shown on estimate of April 4, 1986 $ 133,811.00

Length of Roadway	0.114 mi.
Length of Structures	0.009 mi.
Total	0.123 mi.

Cost of Roadway Per Mile $1,284,122.81

SUMMARY OF FUNDS (80.0%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	118	$ 146,390.00	$ 117,112.00	$ 29,278.00
Structure	118	133,811.00	107,048.00	26,763.00
Total		$ 280,201.00	$ 224,160.00	$ 56,041.00

Sub. Job 010: 0%; Sub. Job 011: 100%
Contract No. C10123
Prefix: C124-1906
Prefix: C10123

RLC:bkw

10,123

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER: 3-83	U.S. Department of Transportation **Federal Highway Administration**	State: OREGON
PROJECT REPORT NUMBER:	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: MARION
MODIFICATION NUMBER: 2	3-11-87	Project Number: BRF-75(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 8, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 268,512	$ 270,228
Federal funds	$ 214,808	$ 216,181
Other revisions		

This modification is made for the following reasons: To include increase of construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11 TH day of MAR, 19 87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

~~for~~ Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Ben File

Oregon State Highway Division
Salem, Oregon March 9, 1987

Federal-Aid Project No. BRF-75(17)

SENECAL CREEK BRIDGE SECTION
HILLSBORO-SILVERTON HIGHWAY
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 10+00 to Sta. 12+59)(Sta. 13 04 to Sta. 16+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Striping	$ 0.15	2,500	$ 375.00	4,760	$ 714.00
Guardrail, Type 2A	15.00	138	2,070.00	150	2,250.00
Extra for Asphalt Approaches	250.00	4	1,000.00	5	1,250.00
Loose Riprap, Class 100	15.00	100	1,500.00	148.20	2,223.00
	TOTALS		$4,945.00		$6,437.00

SUBTOTAL from previous Estimate of April 4, 1986	$117,132.00
Total Increase	1,492.00
SUBTOTAL	$118,624.00
Engineering	17,793.00
TOTAL	$136,417.00

TYPE CODE X080
Structure, Br. #4442A (Sta. 12+59 to Sta. 13+04)

TOTAL as on Estimate of April 4, 1986 $133,811.00

Length of Roadway ----------	0.114 miles
Length of Structure ----------	0.009
TOTAL	0.123 miles

Cost of Roadway per Mile ---------- $1,194,070.18

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	118	$136,417	$109,133	$27,284
Structure	118	133,811	107,048	26,763
TOTAL		$270,228	$216,181	$54,047

SubJob 010: 0%; SubJob 011: 100%
Contract No. C10123
Prefix: C124-1906
Prefix: C10123

DDB:pf

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 4198	U.S. Department of Transportation **Federal Highway Administration**	State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Marion
MODIFICATION NUMBER 1		Project Number: BRF-75(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 8, 19 85 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 217,373.00	$ 268,512.00
Federal funds	$ 173,897.00	$ 214,808.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of April, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 4, 1986

FEDERAL AID PROJECT NO. BRF-75(17)

Senecal Creek Bridge Section
Hillsboro/Silverton Highway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
Roadway (Sta. 10+00 to Sta. 12+59)(Sta. 13+04 to Sta. 16+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Guardrail Type 2A Reflectorized	$ 9.00	450	$ 4,050.00	550	$ 4,950.00
General Excavation	3.00	1,971	5,913.00	3,522	10,566.00
Stone Embankment	8.00	200	1,600.00	699	5,352.00
Class C Asphalt Concrete	39.00	802	31,278.00	1,325	51,675.00
1-0 Aggregate Base (PA #1A)	--	--	--	--	7,770.00
Remova AC Pave (FA #1)	--	--	--	--	4,500.00
			$42,841.00		$84,813.00

Increase	$ 41,972.00
Subtotal from Estimate of October 4, 1985	75,160.00
Subtotal	$117,132.00
Engineering	17,569.00
Total	$134,701.00

TYPE CODE X080
Structure (Br. No. 4442A)(Sta. 12+59 to Sta. 13+04)

Subtotal as on Estimate of October 4, 1985	$116,358.20
Engineering	17,452.80
TOTAL	$133,811.00

Length of Roadway ----------	0.114 mi.
Length of Structure ----------	0.009 mi.
TOTAL	0.123 mi.

Cost of Roadway Per Mile ---------- $1,181,587.72

SUMMARY OF FUNDS (80%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	118	$134,701.00	$107,760.00	$26,941.00
Structure	118	133,811.00	107,048.00	26,763.00
Total		$268,512.00	$214,808.00	$53,704.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. 10,123
Prefix: C124-1906 (P.E.)
Prefix: C10123 (Const.)

Appn Code: 118

RLC:me

STATE COPY

TO BE COMPLETED BY FHWA		STATE
10-67	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	Oregon
		COUNTY Marion
		PROJECT NO. BRF-73(17)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Senecal Creek Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-31-85	0.009
OTHER *(Specify)*		

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 217,373.00	$ 173,697.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: Larry Bullen

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Miller

Date executed by Division Administrator OCT 8 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen Files

Oregon State Highway Division
Salem, Oregon October 4, 1985

Federal Aid Project No. BRF-75(17)

Senecal Creek Bridge Section
Hillsboro/Silverton Highway
Marion County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 10+00 to Sta. 12+59)(Sta. 13+04 to Sta. 16+50)

Clearing and Grubbing	Lump Sum	All	Lump Sum	$ 9,262.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	200.00
General Excavation	Cu. Yd.	1,971	3.00	5,913.00
Stone Embankment	Cu. Yd.	200	8.00	1,600.00
1"-0 Aggregate Base	Ton	2,726	8.00	21,808.00
Class C Asphalt Concrete	Ton	802	39.00	31,278.00
Type 1 Fence	Lin. Ft.	1,300	1.75	2,275.00
Extra for Asphalt Approaches	Each	4	250.00	1,000.00
Delineators, Type 2	Each	12	21.00	252.00
Delineators, Type 4	Each	6	12.00	72.00
				$ 73,660.00

Anticipated Items

Permanent Pavement Striping	All Required			$ 1,500.00
				$ 1,500.00
			Subtotal	$ 75,160.00
			Engineering	10,146.00
			Total	$ 85,306.00

Type Code X080
Structure (Br. No. 4442A)(Sta. 12+59 to Sta. 13+04)

Mobilization	Lump Sum	All	Lump Sum	$ 18,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,000.00
Temporary Signs	Sq. Ft.	415	4.00	1,660.00
Temporary Barricades	Each	4	65.00	260.00
Temporary Guardrail, Type 2A Reflectorized	Lin. Ft.	450	9.00	4,050.00
Temporary Concrete Barriers	Lin. Ft.	75	15.00	1,125.00
Temporary Plastic Safety Markers	Each	18	35.00	630.00
Temporary Delineators	Each	8	16.00	128.00

Stripe Removal	Lin. Ft.	2,000	0.45	900.00
Temporary Striping	Lin. Ft.	2,500	0.15	375.00
Flaggers	Hour	40	10.00	400.00
Guardrail, Type 2A	Lin. Ft.	138	15.00	2,070.00
Guardrail, Type 3	Lin. Ft.	100	25.00	2,500.00
Guardrail Anchors, Type 1	Each	3	350.00	1,050.00
Guardrail Anchors, Type 1 Modified	Each	1	400.00	400.00
Rail End Pieces, Type B	Each	1	50.00	50.00
Rail End Pieces, Type C	Each	3	75.00	225.00
Loose Riprap, Class 100	Cu. Yd.	100	15.00	1,500.00
Bridge Removal Work	Lump Sum	All	Lump Sum	3,000.00
Structure Excavation	Cu. Yd.	35	15.00	525.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	11,080.00
Furnish Steel Pipe Piling	Lin. Ft.	1,010	14.60	14,746.00
Drive Steel Pipe Piles	Lin. Ft.	1,010	.00	.00
Structural Concrete, Class 3300 (19 CY)	Lump Sum	All	Lump Sum	3,612.00
Reinforcement (2,010 lbs.)	Lump Sum	All	Lump Sum	1,575.00
4'x45'/50' Prestressed Slabs	Each	10	2,892.00	28,920.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	180	53.00	9,540.00
Two Tube Steel Railing	Lin. Ft.	86	46.00	3,956.00
Membrane Waterproofing	Sq. Yd.	204	10.00	2,040.00
				$ 115,317.00

Anticipated Items

EEO/Labor Compliance Monitoring (0.5%)	All Required		$ 1,041.20
			$ 1,041.20
		Subtotal	$ 116,358.20
		Engineering	15,708.80
		Total	$ 132,067.00

Length of Roadway	0.114 mi.
Length of Structure	0.009 mi.
Total	0.123 mi.

Cost of Roadway Per Mile $ 748,298.24

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 85,306.00	$ 68,244.00	$ 17,062.00
Structure	132,067.00	105,653.00	26,414.00
Total	$ 217,373.00	$ 173,897.00	$ 43,476.00

Group 010: 0%; Group 011: 100%
Contract No. 10,123
Prefix: C124-19067 (P.E.)
C10123 (Const.)
DRH:bkb

10123

August 6, 1987

CON 5 - #10,123

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

Contract No. 10,123 awarded to Auburn Construction Co. for work on the Senecal Creek Bridge Section of the Hillsboro-Silverton Highway in Marion County was completed on October 15, 1986, and accepted by the State Highway Division on July 28, 1987.

Final payment in the amount of $500.00 will be released to the contractor after August 11, 1987. The total contract amount is $237,160.44 including $6,275.40 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Auburn Construction Co.
P.O. Box 676
Wilsonville, OR 97070

bc: C. O. Fredrickson
Walt Hart
Highway Accounting
Bill Anhorn

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10123

TO: Commission Services

DATE: July 28, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10123 , On Site Work Substantially Completed December 31, 1985
All Work Completed	October 15, 1986
Project	Senecal Creek Bridge
Highway	Hillsboro-Silverton
County	Marion
Type of Work	Grading, Paving and Structure
Contractor	Auburn Construction Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

8-6-87 - Surety letter written.

RECEIVED
JUL 29 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bi cc: OSHD (Rulien)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

STATE COPY

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Marion	Oregon

IN COMPANY WITH

Kenneth Husby and Bill Piete; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
May 30, 1986	W. H. Kappus, Area Engineer	BRF-75(17)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	103 %	100 %

SENECAL CREEK BRIDGE
HILLSBORO-SILVERTON HIGHWAY
BRIDGE REPLACEMENT

This project provided for the replacement of a wooden mud-sill single span structure over Senecal Creek. The new structure is a precast concrete slab span supported on friction pipe pile.

The contract work was awarded to Auburn Construction Company on August 29, 1985. Work started September 4, 1985 and was completed December 24, 1985. The final project cost overran the original authorization of $217,373.16 by approximately 21%. The plans for this project were prepared by a consultant and contained several errors. Errors that contributed to the cost overrun included several quantity errors and the redesign of the traffic detour purposal. Seven days of liquidated damages were assessed for late completion. No contract claims are anticipated.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

RECEIVED
STAT HWY ENGR
JUN 8 '87
REFER TO
Fredrickson
FOR
Info | Invest | R/D | B.R | Hyd | Mat | File

Form FHWA-1446A
(Rev. 2-84)

*U.S. GPO: 1985-466-568

10,123

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: May 6, 1987

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5
10123

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. BRF-75(17)

Contract 10123, Work Completed December 31, 1985

Project Senecal Creek Bridge

Highway Hillsboro-Silverton

County Marion

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date April 17, 1987

Dale E. Wilken
Division Administrator

BMW:11

cc: L. Rulien
C. O. Fredrickson
William Anhorn
B. M. Walton

CPC/FL4

RECEIVED
DIST. HWY ENGR
MAY 22'87
REFER TO
FOR

RECEIVED
MAY - 7 1987
OREGON DIVISION
NOTED
LARRY RULIEN

Form 734-3122 (1-87)

10,123

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

January 6, 1987

Auburn Construction Co.
P. O. Box 676
Wilsonville, OR 97070

CON 5
10123

Re: Time Extension Request
Senecal Creek Bridge
Contract No. 10123
FAP No. BRF-75(17)

In conformance with my instructions to you in my letter of December 18, 1986, I have forwarded your letter of December 26, 1986, to the Project Manager, William Piete. You should be receiving a reply from him in the near future.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
William Anhorn
William Piete

01054m

Form 734-3122

December 26, 1986

Oregon State Highway Division
P.O. Box 14030
Salem, Oregon 97310

RE: Senecal Creek Bridge

Attn: W.E. Schwartz, P.E.

Gentlemen,

We have reviewed your time extension recommendation and find that you have responded in an untimely manner. Per section 108.09 (page 75) "the contractor will be advised within 60 days of request for contract time adustment." Please note our letter was dated January 20, 1986 and 11 months had passed until your reply.

In reviewing your determination of days allowed it is apparent tco us the reduced times allowed are due to not including weekends on the calendar day count. This alone would account for the additional seven days being withheld.

Very Truly Yours,

Thomas W. Berning
Auburn Construction Co.

RECEIVED
STATE HWY ENGR
DEC 29 '86
REFER TO
Jackmond
FOR
Info | Invest | R/D | D/R | Sign | Act | File
D/R ✓
aj 12/29 due 1/9

10,123

December 18, 1986

Auburn Construction Co.
P. O. Box 676
Wilsonville, OR 97070

CON 5
10123

Re: Time Extension Request
Senecal Creek Bridge
Contract No. 10123
FAP No. BRF-75(17)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 31 calendar days of contract time due to five (5) stated reasons.

Additional time was requested due to the rejection of your supplier's guardrail connection inserts. It does not appear that your supplier acted promptly to resolve this matter and this portion of your request is denied.

You requested an additional seven (7) days due to a design change which required removal of asphaltic concrete pavement. Project records indicate that this changed work required four (4) calendar days and that amount of time is granted.

An additional 11 days was requested due to the need to import additional detour embankment material. Our records indicate that this additional work required seven (7) calendar days and that amount of time is granted.

You requested an additional 11 days to remove the additional detour embankment material. This added work required five (5) calendar days and that amount of time is granted.

An additional 13 calendar days were requested due to weather delays in asphaltic concrete paving in December. Our records indicate these delays to be eight (8) calendar days and that amount of time is granted.

In summary, a contract time adjustment of an additional 24 calendar days is granted due to the performance of added work and due to weather caused paving delays in December. The adjusted contract time of completion of this contract is December 24, 1985. There remains seven (7) calendar days of liquidated damages under this contract.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager William Piete.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

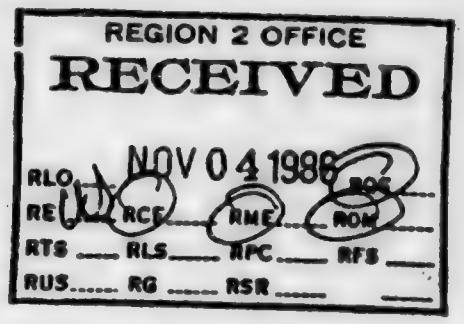
WES:OBJ:mk

bc: C. O. Fredrickson
William Anhorn w/att.
William Piete w/att.
FHWA w/att.
Bruce Walton

TO: [redacted]
Region 2 Construction Engineer

DATE: August 29, 1986

FROM: William H. Prete
Project Manager



SUBJECT: Senecal Creek Bridge
Time Extension Request
Contract No. 10123

We received a Time Extention Request from Auburn Construction Company for the Senecal Creek Bridge project, dated January 22, 1986. This request includes the Consent of Surety and appears to meet the contract requirements. The Time Extention request is for an additional 31 days.

The following are my recommendations:

Auburn Construction has requested additional days due to the rejection of the guardrail inserts in by Bridge Design. Eugene Sand & Gravel took a wait-and-see approach to this problem while Morse Brothers (another Prestress supplier) worked out the problem in a matter of a day with Bridge Design. This was that Bridge Design would approve the type of insert on a project by project basis.

Slabs

9/4/85	Walt J. Hart's letter to Eugene Sand & Gravel.
9/25/85	Eugene Sand & Gravel's letter to Auburn Construction.
10/7 - 10/14	Drove Piling
10/18/85	Poured Bents 1 & 2
10/20/85	Planned deliver of Slabs
11/1/85	Bents 1 & 2 Concrete achieves strength
11/5 - 11/8	Slab Poured
11/14 - 11/18	Preparing to set slabs
11/18/85	Slabs achieved strength
11/25/85	Set Slabs

Eugene Sand & Gravel's wait-and-see approach to the insert rejection is in our opinion the cause for the delay. Eugene Sand & Gravel did delay the project 14 days.

I recommend that (0) days be allowed due to Eugene Sand & Gravel's approach in this matter.

Auburn Construction has request 7 additional days for removal of asphalt due to change in the grade from the plan grades.

The change in grade was necessary to improve the safety of the detour to the public. Auburn started removing asphalt on 9-23-85 and completed on 9-25-85.

I recommend that Auburn be granted (3) days for the removal of the asphalt. Agree. KEH 3

Auburn Construction has requested 11 days for the addition of 1200 cu. yds. of embankment needed for the detour.

Auburn placed embankment on 5 days as follows:

9/12/85	Placed 200 cu. yd. Original Quantity	Thurs.
9-13-85	Placed additional 600 cu. yds.	Fri.
9-14-85	Placed additional 150 cu. yds.	Sat.
9-15-85	No Activity	Sun.
9-16-85	Temp Signing	Mon.
9-17-85	Placed additional 150 cu. yds.	Tues.
9-18-85	Placed additional 250 cu. yds.	Wed.
9-19-85	Placed additional 50 cu. yd.	Thurs.

I recommend that Auburn be granted (6) days for the additional embankment. On 9-12-85, Auburn placed the original quantity and on 9-16-85 there was no work on the embankment but placement on the temporary sign as per the plans. Agree. KEH 6

Auburn worked 9 days removing the detour. Detour removal as measured was 3073 cu. yds. and the plans called for 1480 cu. yds.

I recommend that Auburn Construction be granted 52% of the 9 days or (5) days for the detour removal. Agree. KEH 5

Auburn Construction has requested a Time Extention for cold weather in November and being unable to pave in December. Auburn did not work from 10-19-85 thru 11-18-85, (See Section A Slabs). This period of No Activity was due to pouring of Bents on 10-18-85, and waiting for slab delivery.

Paving in December is a very chancy operation at best. Section 403.31 Weather Limitations of the Specifications calls for Air Temperature of 50 Degrees F. Auburn Construction lost 6 days due to unfavorable weather conditions for paving in December.

I recommend (0) days be granted for cold weather.

In summary I recommend that Auburn Construction be granted (0) days for delay in Slabs, (3) days for the removal of asphalt, (6) days for the additional embankment, (5)days for detour removal and (0)days for delay due to weather. This is a total of (14) days that could be added to the project time. The (14) days would reduce the 31 days of liquidated damages from (31) days to (17) days.

cc: Construction Engr w/o riginal order
and recommends described above.
Approval is recommended.
Remarks 11/21/86
Kenneth E. Hurley
REGION II CONSTRUCTION ENGINEER

12-17-86

W.E. Schwartz —

I agree with Region and Project Manager, except in two relatively minor areas. The time granted for asphalt removal and additional embankment should be expanded to calendar days and the December weather delay should be granted because the other excusable delays pushed paving into December. I recommend a 22C.D. time extension.

O. B. Jackson

RECEIVED
NOV 26 1986

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: October 25, 1986

PROJECT NAME (SECTION): Senecal Creek Bridge	CONTRACT NO: 10123
HIGHWAY: Hillsboro - Silverton	COUNTY: Marion
CONTRACTOR: Auburn Construction	KIND OF WORK: Grade, Pave, and Structure
	F.A. PROJECT NO: BRF-75(17)
	DATE OF AWARD: August 29, 1985
	FIRST NOTIFICATION DATE: September 4, 1985
	ESTIMATED DATE OF COMPLETION, OR: Complete
	SECOND NOTIFICATION DATE AND: December 31, 1985
	ESTIMATED SEMIFINAL SUBMITTAL DATE: May 16, 1986
	AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS: 0
	PERCENT CONTRACT WORK COMPLETED: 100

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION	$ 269,373.16
ESTIMATED PROJECT COST	$ 269,373.16
ESTIMATED PERCENT OVERRUN/UNDERRUN	XXXX 0.0 %

ENGINEERING

AUTHORIZATION	$ 21,886.64
COST THIS WEEK	$ 0.00
TOTAL TO DATE	$ 27,400.50
PERCENT OF AUTHORIZATION	125 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	11/30/85	94	125.0	132	Yes
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	1,971 CY	2,726 CY	802 T			
EST. CORRECTED QUANTITIES	3,581 CY	2,100 CY	1,362 T			
EST. PERFORMED TO DATE	3,581 CY	2,100 CY	1,362 T			
PERCENT PERFORMED TO DATE	100	100	100	0	100	0

ACTIVITIES THIS WEEK:

No Activity

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Project complete.
Semi-final estimate submitted 5/16/86.
Third notification 10-15-86.

F

PROJECT MANAGER (SIGN): William H Piete
WILLIAM H. PIETE

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

jc

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BRF-75(13)

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40096

2A. COUNTY NAME

RECEIVED
STATE HWY ENGR
SEP 30 '86
REFER TO
Potter
FOR
Dr. | Invest. | R/D | Q/M | Stats | Act | File

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
September 26, 1986

8. FEDERAL ROUTE NUMBER
Primary 75

9. STATE ROUTE NUMBER
140

10. GENERAL LOCATION:
Senacal Creek Br # 04442-140-13608

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested in Mr. Potter's letter of 9/18/86 we approve the revised Preliminary Engineering costs to a TEC of $28,891; Federal Funds $23,112.

(Increase TEC $10,111.33; Federal Funds $8,089)

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/29/86	D. K. Hosmer	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

Date: September 18, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40096
Project No. BRF-75(13)
Senacal Creek Bridge Section
Marion County

I request approval of a program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justifications.

The preliminary engineering costs for the subject project have exceeded the survey authorizations as indicated below.

Activity 901 (Project Engineering Other Offices) has been increased to match the consultant agreement amount. Activities 909 and 910 (R/W Descriptions and Maps) have been added due to the addition of unanticipated right-of-way. Activities 903 (Final Design Bridge), and 905 (Final Design) have been increased due to the need to supplement the consultant's work.

This is the final request for this project.

The preliminary engineering costs are $28,891.

Attached is an itemization of P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR-2A).

RLC:me
Attachment
cc: Paul D. Singer
Region 2

Form 734-3122

FINAL REPORT on Real Property Negotiations

OREGON STATE HIGHWAY DIVISION

File 54431

Sta. 460+00 to Sta. 465+00

Name of owner Darlene L. Mahan

4507 Catina Lane, Dallas, Texas 75229

Mail address _____ Phone No. _____

_____ Phone No. _____

Attorney None Address _____

Purpose of purchase Right of Way OPTION EXPIRES 6-29-86 Possession As per Option

Location of property Senecal Creek Bridge section of

Hillsboro-Woodburn Highway in Marion County.

Street address or Sec. T.R. J.B. Aubichon DCL.C. No. 62, Township 5 South, Range 2 West, Marion Cty.

How does taking affect remaining property? Taking reduces tree lot and taxes cultivated land out of production for 2 years (Permanent grass crop)
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Cultivated farm land and tree lot.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:
Permanent Slope Easement 0.07 acres @ $4,000.+ - - - - - - - - -$ 300.00
2 Year Temporary Easement for detour, 0.55 Ac. @ $4,000. - - - 2200.00
Improvements: Trees, permanent grass crop - - - - - - - - - - - 1000.00

Total: $3500.00

STATE OBLIGATION:
State agrees to move and reconstruct, in kind, any fence disturbed by the construction or reconstruction of this project. Fencing constructed by State shall create no obligation on part of State for maintenance.

F. OBLIG 3300 TO CONST.
DATE 1-17-86

Withholding $ _____ for _____

Relocation: 3617 forwarded on _____, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ _____ Replacement Housing: $ _____ Rent Supplement

Appraisals: $2,000.00 By Joseph Stupfel Review Appraisal $ 1,800.00

Staff & Fee $ _____ _____

$ _____ _____ By Kenneth R. Doud
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Mail address _____ Phone No. _____

_____ Phone No. _____

Attorney None Address _____

Purpose of purchase Right of Way | OPTION EXPIRES 6-29-86 | Possession As per Option

Location of property Senecal Creek Bridge section of

Hillsboro-Woodburn Highway in Marion County.

Street address or Sec. T.R. J.B. Aubichon DCL.C. No. 62, Township 5 South, Range 2 West, Marion Cty.

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2 Year Temporary Easement for detour, 0.55 Ac. @ $4,000. - - - 2200.00

Improvements: Trees, permanent grass crop - - - - - - - - - - - 1000.00

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P. OBLIG 3300 TO CONST.
DATE 1-17-86

Withholding $ _____ for _____

Relocation: 3617 forwarded on _____, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ _____ Replacement Housing: $ _____ Rent Supplement

Appraisals: $2,000.00 By Joseph Stupfel Review Appraisal $ 1,800.00

Staff & Fee $ _____ By _____

By Kenneth R. Doud
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 124-2544 Participating $ 3500 Non-Participating $ — 0 —

General remarks _____
(Give such general explanation as you desire to support settlement)

Settlement recommended:

_____ Date 1/2/85 Signed: _____
Right of Way Supervisior Right of Way Agent

_____ Date Dated: January 2, 1986
Right of Way Manager

Authorized by Transportation Commission: Date 1-14-86 (12) January 17, 1986

FORM 734-3042 (Rev. 7-78)

P. O. BLDG 330 TO CONST.

DATE_____

RECEIVED
JAN 03 1986
RIGHT OF WAY ADMINISTRATION

M	AM	ADM	RBR	CA	HS
FMS	A3	CE	OS	TA	RDE

FINAL REPORT on Real Property Regulations

STATE ... DIVISION

BRF: 75(13)

File 54737

Sta. 467+00 to Sta. 469+50

Name of owner Milan L. Carskadon

Mail address 1017 Matagorda Phone No.

Austin, Texas 78741 Phone No. 512-443-0743

Attorney None Address

Purpose of purchase ~~Right of Way~~ PERMANENT SLOPE EASEMENT ~~XXXXXXXXXX~~ Possession Upon payment

Location of property Woodburn Area Bridges (4442A) Senecal Ck. Bridge section of Hillsboro-Silverton Highway in Marion County.

Street address or Sec. T.R. Thomas Roy D.L.C. #82, Township 5 South, Range 2 West, W.M.

How does taking affect remaining property? No adverse effect.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Vacant, undeveloped land
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumbleread on back of sheet if necessary.)

LAND: 0.06± Acre, Permanent Easement for Slopes @ Lump Sum - - - = $150.00

STATE OBLIGATION:

State is to reestablish permanent fencing on existing right of way line upon the completion of construction.

P. OBLIG 3300 TO CONST.

DATE 11/8/85

Withholding $ -0- for No withholding

Relocation: 3617 forwarded on 10/22/85. ☐ Improved ☒ Unimproved

☐ Required Displacement: $ N/A Replacement Housing: $ N/A Rent Supplement

Appraisals: $ 150.00 By Stupfel Review Appraisal $ 150.00

Staff & Fee $ By Neil Boehmer
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Mail address [illegible] Phone No. _____

Austin, Texas 78741 Phone No. 512-443-6743

Attorney None Address _____

Purpose of purchase ~~Right of Way~~ PERMANENT SLOPE EASEMENT XXXXXXXXXXXXXXXX Possession Upon payment

Location of property Woodburn Area Bridges (4442A) Senecal Cr. Bridge section of Hillsboro-Silverton Highway in Marion County.

Street address or Sec. T.R. Thomas Roy D.L.C. #82, Township 5 South, Range 2 West, W.M.

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(Give details regarding dividing of tract, if appropriate)

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Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

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STATE OBLIGATION:

State is to reestablish permanent fencing on existing right of way line upon the completion of construction.

R. OBLIG 3300 TO CONST.. DATE 11/8/85

Withholding $ -0- for No withholding

Relocation: 3617 forwarded on 10/22/85, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ N/A Replacement Housing: $ N/A Rent Supplement

Appraisals: $ 150.00 By Stupfel Review Appraisal $ 150.00

Staff & Fee $ _____ By Neil Boehmer Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix C-124-2544 Participating $ 150 Non-Participating $ _____

General remarks _____
(Give such general explanation as you desire to support settlement)

Settlement recommended:

_____ Date _____ Signed _____
Right of Way Supervisor

_____ Date _____ Dated 10/22/85
Right of Way Manager

Authorized by, _____ Date _____
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: January 14, 1986

In Reply Refer to File No.:

CON 5

TO: Oregon Transportation Commission

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Senecal Creek Bridge Section
Hillsboro-Silverton Highway, Marion County
Contract No. 10123

This federal-aid bridge replacement project is essentially completed and it now appears that the final cost will exceed the project authorization by $52,000 or 24 percent.

The primary cause of the overruns is the miscalculation of quantities of certain items required to construct the project to the planned dimensions and grade. This has resulted in significant overruns of aggregate base and paving materials, general excavation, stone embankment, and riprap. Additional quantities of temporary guardrail, temporary striping, and flagging were also necessary in order to provide adequate safety for the traveling public and for workers on the job. These items have added approximately $38,250 to the cost of the project.

Construction engineering charges are also expected to overrun commensurate with the requirement to monitor, inspect, and document the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $52,000 to a new total of $269,373.16. This matter will be on the consent calendar for the January 21 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
W. G. Anhorn
George Bell

Form 734-3122

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Senecal Creek Bridge Date 1-13-86

Highway Hillsboro - Silverton Contract No. 10123

County Marion Kind of Work Grading, Paving, Structure Contractor Auburn Construction

	Authorized	Estimated
Contract Amount	188,977.00	227,227.00
Anticipated Items	2,541.20	2,541.20
Contingency (4½%)	8,618.32	17,718.32
Engineering	17,236.64	21,886.64
Credits		
PROJECT COST	217,373.16	269,373.16

NET INCREASE $ 52,000 OR 24 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
Temporary Guardrail, Striping & Flagging	(C)	$7465.00	$2640.00
Excavation, Stone Embankment, Riprap	(C)	$18,013.00	$9000.00
Aggregate Base & A.C.	(C)	$79,113.22	$26,030.00
Guardrail & Approach	(C)	$6150.00	$580.00
Potential Claim	(U)	$9100.00	$9100.00
Engineering	(C)	$21,886.64	$4650.00

Principal reasons for overruns (Continue on reverse side): (See attached sheet)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by William H. Piete, PE Resident Engineer

Confirmed by Kenneth E. Hudson Regional Engineer

Noted by D. B. Jackmond For Construction or Bridge Engineer

Noted by William E. Lawrence Deputy or State Highway Engineer

SENECAL CREEK BRIDGE - EXPECTED OVERRUN
CONTRACT NO. 10123

The location survey and most of the design work for this project were done by a Consulting Engineer. The accuracy of the plans and specifications are not up to par with the plans and specifications routinely produced by the Technical Services group in the Highway Division. The following items were required to complete the project within the scope and intent of the contract. Each of these items would have been included in the original contract if the plans and specifications had been properly prepared.

Bid Item No. 5 Temporary Guard Rail, Type 2A Reflectorized
Increase = $ 900.00

Temporary guard rail was constructed to the minimum lengths necessary to adequately protect traffic.

Bid Item No. 10 Temporary Striping
Increase = $ 340.00

Temporary striping was constructed to the minimum lengths necessary to adequately protect traffic.

Bid Item No. 11 Flaggers
Increase = $ 1,400.00

This project was constructed by a relatively small contracting firm. Their operations were somewhat slow. Flagger hours were kept to the minimum possible to adequately protect the traffic.

Bid Item No. 14 General Excavation
Increase = $ 4,550.00

The earthwork quantities listed in the plans and specifications were significantly in error. The earthwork was constructed to the widths shown on the plans and to the elevations shown on the profiles.

Bid Item No. 15 Stone Embankment
Increase = $ 3,730.00

The stone embankment quantities listed in the plans and specifications were significantly in error. The stone embankment was constructed to the widths shown on the plans and to the elevations shown on the profiles.

Bid Item No. 17 Class "C" A.C.
Increase = $20,420.00

The asphalt concrete quantities listed in the plans and specifications were in error. Both the detour and the main line were paved to the depths, widths and lengths shown on the typical sections.

SENECAL CREEK BRIDGE - EXPECTED OVERRUN
CONTRACT NO. 10123

Bid Item No. 18 Guard Rail, Type 2A
Bid Item No. 19 Guard Rail, Type 3
Increase = $ 330.00

The guard rail was staked and constructed very nearly as shown on the plans. Minor adjustments were required to conform to current design standards.

Bid Item No. 25 Extra for Asphalt Approaches
Increase = $ 250.00

Road approaches and guard rail flares were constructed as shown on the plans. The quantity listed on the bid schedule was in error.

Bid Item No. 26 Riprap, Class 100
Increase = $ 720.00

The riprap was staked and constructed as shown on the details in the plans. The quantity listed in the bid schedule was in error.

P. A. No. 1 1"-0 Aggregate Base
Increase = $ 5,610.00

Aggregate base was constructed as shown on the typical sections. The quantity listed in the bid schedule was in error.

Embankment Claim $ 9,100.00

The Contractor's basis for this claim is that he should be paid embankment rather than excavation for the construction of the detour. The excavation quantity for the detour was not sufficient to construct the embankments. He was required to import material to make the embankments. The overall project quantities for excavation and embankment show that there is a surplus of excavation. Projects with more excavation than embankment, as is the case with this project, are usually set up with excavation as the basis of payment. This claim has been denied up to this point.

Engineering $ 4,650.00

The requested additional engineering is approximately ten percent of the overruns of the various bid items plus the claim. This increase would have been part of the original engineering authorization had the bid item amounts been properly estimated.

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: January 14, 1986

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Senecal Creek Bridge Section
Hillsboro-Silverton Highway, Marion County
Contract No. 10123

This federal-aid bridge replacement project is essentially completed and it now appears that the final cost will exceed the project authorization by $52,000 or 24 percent.

The primary cause of the overruns is the miscalculation of quantities of certain items required to construct the project to the planned dimensions and grade. This has resulted in significant overruns of aggregate base and paving materials, general excavation, stone embankment, and riprap. Additional quantities of temporary guardrail, temporary striping, and flagging were also necessary in order to provide adequate safety for the traveling public and for workers on the job. These items have added approximately $38,250 to the cost of the project.

Construction engineering charges are also expected to overrun commensurate with the requirement to monitor, inspect, and document the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $52,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: W. G. Anhorn
W. H. Piete
B. M. Walton
D. L. Trout

NOTED
W. E. SCHWARTZ

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

TO: F I L E S

DATE: September 6, 1985

FROM: E. S. Hunter
Acting State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
August 22, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened August 22, 1985 on the following projects:

1. Hubbard Road Extension
   Hubbard Road
   Clackamas County
   Earthwork and Drainage

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Gettings Creek Safety Rest Area
   Pacific Highway
   Lane County
   Sewer Construction and Plumbing

   Same as No. 1.

3. Claxter Road N.E.-Portland Road N.E.
   Verda Lane N.E. and Hyacinth Street N.E.
   Marion County
   Earthwork, Paving, Signals

   Pedestrian signals will be provided for pedestrian and bicycle traffic.

4. Pudding River Bridge
   119th Avenue
   Marion County
   Structures

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

Contains Recycled Materials

5. Tryon Avenue N.E.-Division St. N.E.
   N. Liberty-Commercial Couplet
   Marion County
   Landscaping

   Same as No. 1.

6. Senecal Creek Bridge
   Hillsboro-Silverton Highway
   Marion County
   Structures

   4- to 8-foot shoulders to be provided for bicycle traffic.

7. Five New Traffic Signals
   Portland Central Business District
   Multnomah County
   Traffic Signals

   Pedestrian signals will be provided for pedestrian traffic.

8. Marquam Bridge-N. Tigard Interchange
   Pacific Highway
   Multnomah County
   Illumination

   Same as No. 1.

9. S.E. 242nd Avenue-S.E. 257th Avenue
   Stark Street
   Multnomah County
   Grading, Paving, Walks, Signals

   Sidewalks and pedestrian signals will be provided for pedestrian traffic.

10. Plum Creek (Bethel Road) Bridge
    Bethel Road
    Polk County
    Structures

    4-foot shoulders to be provided for bicycle traffic.

11. Tualatin Valley Highway at S.W. 185th Avenue
    Tualatin Valley Highway
    Washington County
    A.C. Paving and Oiling, Walks, Signals

    Sidewalks and pedestrian signals to be provided for pedestrian traffic.

ESH:BCE:ja

cc D. G. Talbot
   L. E. George
   Bob Pool

10.123

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRF-75-(13)
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Marion
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 40096
6. TO:

Mr. E. S. Hunter
Acting State Highway Engineer
State of Oregon
Salem, Oregon 97310

Copies to Linger Oaks Marks Region 2 Kilpatrick

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
AUG 23 1985
REFER TO Brock
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

7. DATE AUTHORIZATION EFFECTIVE: August 23, 1985
8. FEDERAL ROUTE NUMBER: Primary 75
9. STATE ROUTE NUMBER: Secondary 140
10. GENERAL LOCATION: Senecal Creek Bridge #04442-140-13608
11. GENERAL DESCRIPTION OF WORK: Program Change
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [x] OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested in Mr. Potter's letter of 8-21-85 I approve the revised Right-of-Way costs to a TEC of $4,000; Federal Funds $3,200.

Increase TEC $1,000; Federal Funds $800.

(It should be noted that file #54797 was authorized by PR1240 effective 5-29-85).

RECEIVED
STATE HWY ENGR
AUG 28 '85
REFER TO Potter
FOR
init. | insp. | R/D | DIS | Supv. | INT | file

RDE DE
FDE
LE
RE
FPC
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LPE
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RECEIVED
SEP 17 1985
ROAD DESIGN SECTION

BPC
FDE
CAD
Copy All
Return To
R/U

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/26/85	John D Wilken	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Date: August 21, 1985 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Request for Authorization to Proceed
With Acquisition of Right-of-Way
Item No. 40096
Project No. BRF-75(13)
Senecal Creek Bridge Section
Hillsboro-Silverton Highway
Marion County

I request your authorization to proceed with the actual acquisition of File No. 54797 as outlined in red on the enclosed copy of Map No. IR-3-1508 at an estimated cost of $1,000 with an obligation of $800 in federal funds.

Also enclosed are copies of a revised project agreement estimate and modification of project agreement (PR-2A) for the subject project.

RDF:me
Encl.
cc: Don Aman
General Files

Oregon State Highway Division
Salem, Oregon August 21, 1985

Federal-Aid Project No. BRF-75(13)

Senecal Creek Bridge Section
Hillsboro-Silverton Highway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 18,779.67
		Total	$ 18,779.67

Type Code ROW
Right-of-Way

Right of Way	All Required		$ 3,300.00
	Acquisition Expense		700.00
		Total	$ 4,000.00

Length of Project ---------- 0.0 mi.

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$18,779.67	$15,023.00	$3,756.67
Right of Way	4,000.00	3,200.00	800.00
TOTAL	$22,779.67	$18,223.00	$4,556.67

Group 1: 100%
Prefix: 124-1906
Prefix: 124-2544

RDF:me

TO BE COMPLETED BY FHWA			Form Approved: O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER	U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State: Oregon
PROJECT REPORT NUMBER			County: Marion
MODIFICATION NUMBER: 3			Project Number: BRF-75(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 9 , 1983 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 21,779.67	$ 22,779.67
Federal funds	$ 17,423.00	$ 18,223.00
Other revisions		

This modification is made for the following reasons:

To include authorized right-of-way acquisition costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the day of , 19 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: E. S. Hunter

Acting State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: August 20, 1985

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Senecal Creek Bridge of the Woodburn Area Bridges
Hillsboro-Silverton Highway
Marion County
Project #BRF-75(13)

We have received one additional file on the above project. The acquisition of this right-of-way is estimated at $1,000 and does not require a relocation or moving allowance.

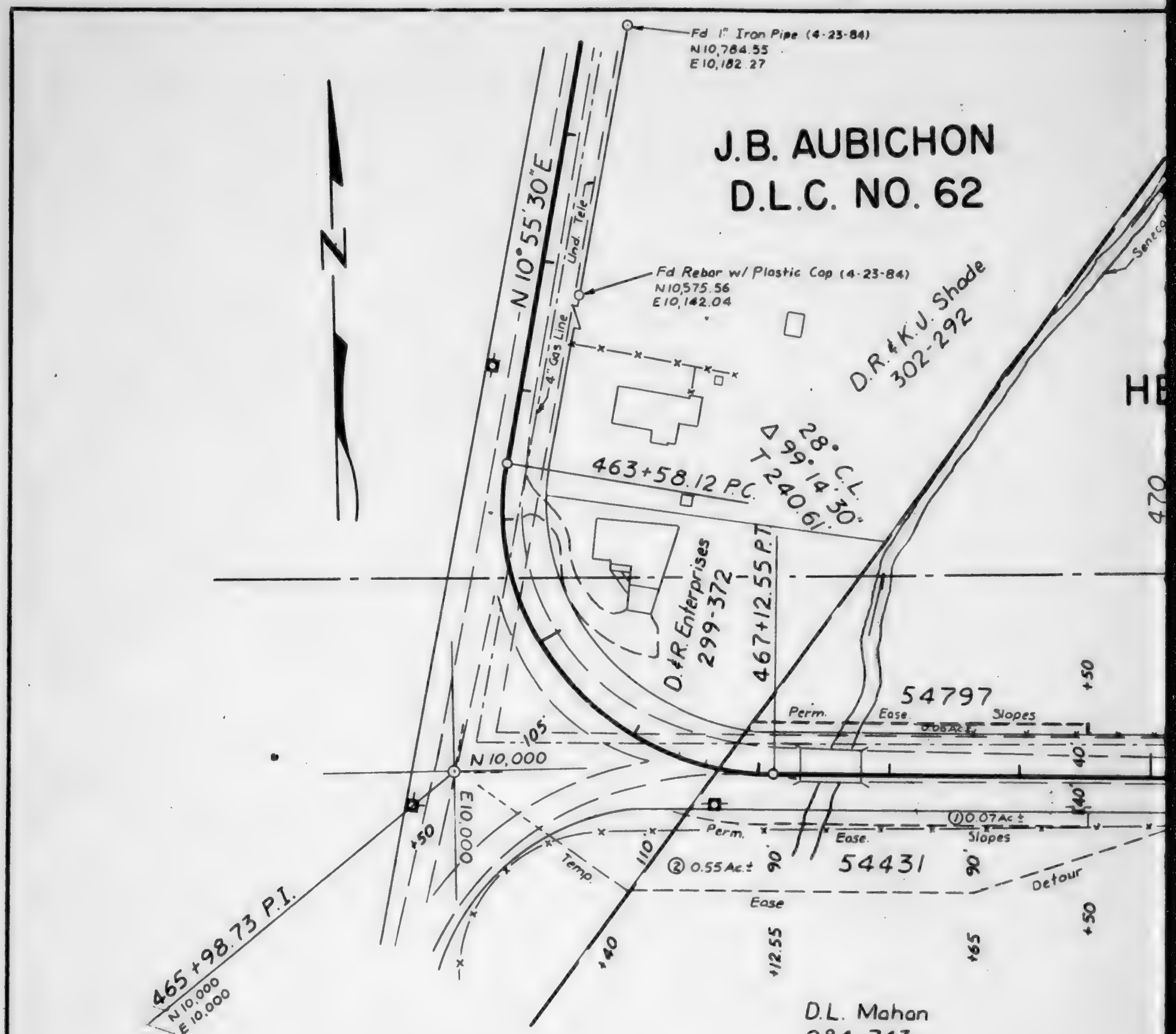
Please program the acquisition of this right-of-way with the Federal Highway Administration.

The above estimate covers file 54797 as shown on map 1R-3-1508.

DA:jh
attach.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
AUG 21 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1367


Fd 1" Iron Pipe (4-23-84)
N10,784.55
E10,182.27
J.B. AUBICHON
D.L.C. NO. 62
N
N 10°55'30"E
Fd Rebar w/ Plastic Cap (4-23-84)
N10,575.56
E10,142.04
4" Gas Line
Und Tele
D.R.&K.U. Shade
302-292
Seneca
HB
470
Δ 99°14'30"
T 240.61'
463+58.12 P.C.
D.&R. Enterprises
299-372
467+12.55 P.T.
54797
Perm. Ease
Slopes
0.06Ac±
105'
N 10,000
E 10,000
+50
40'
40'
① 0.07 Ac ±
Perm.
Ease.
Slopes
Temp.
110'
② 0.55 Ac.±
90'
90'
54431
Detour
Ease
+40
+12.55
+65
+50
465+98.73 P.I.
N 10,000
E 10,000
D.L. Mahan
284-743
In Excess of 100 Ac ± Rt.

SEC. 11, T.5S., R.2W., W.M.

Fd D.L.C. Bronze Disc On Conc. Post (4-25-84)
NE Cor. J.B. Aubichon D.L.C. No. 62
N 11,055.79
E 10,994.26

Senecal Creek

HEIRS OF THOMAS ROY
D.L.C. NO. 82

470

M.L. Carskadon
510-720

11.22 Ac.± Lt.

474+91.58 P.C.

N10,000

E11,000

S88°19'00"E

Fd 5/8" Rebar (4-24-85)
N 10,018.28
E 11,080.88

'E'
N 9,968.55
E 11,079.73

Fd. 5/8" Iron Pipe w/ Alum
N 9,957.76
E 11,139.74

Fd. 1-1/4" Iron Pipe (4-24-85)
N 9,938.49
E 11,078.56

465+98.73 P.I.

467+12.55 P.T.

'D'
N10,000
E 10,000

Slopes

6" Gas Line

40'

30'

+50

0.07Ac.±

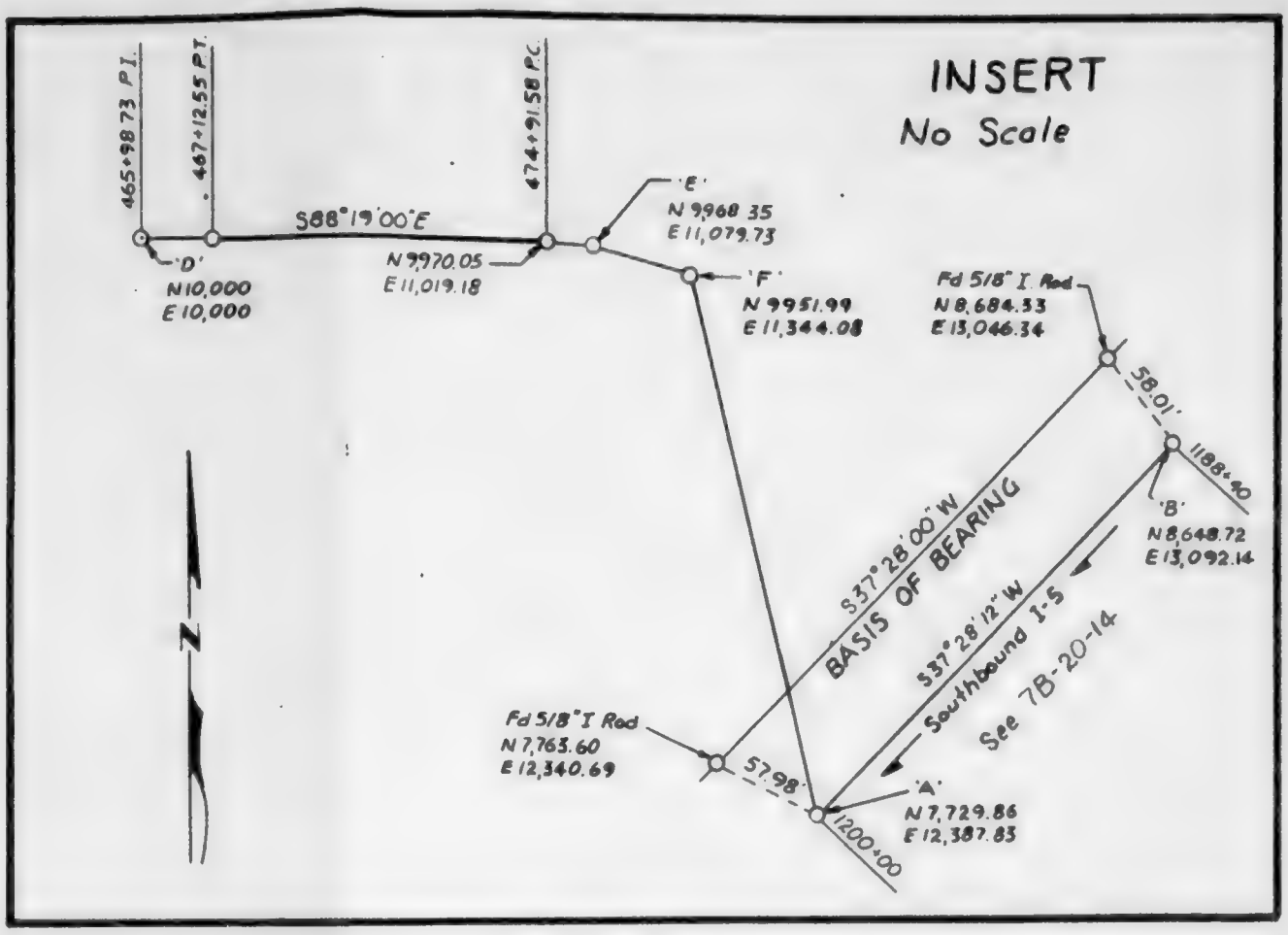
Detour

ASSUMED CO

BEARINGS BASED ON OREGON STATE HIGHWA
SURVEY. SEE DRG. NO. 7B-20-14 DATED M

DRG NO. IR-3-1508

,R.2W.,W.M.



Fd 5/8" Rebar (4-24-85)
N10018.28
E11,080.88

00

'E'
N 9,968.35
E 11,079.73

Fd D.L.C. Brass Disc (4-24-84)
SW Cor. D.L.C. No. 60
N 9,949.97
E 13,272.97

Fd. 5/8" Iron Pipe w/ Alum Cap (4-24-85)
N 9,937.76
E 11,139.74

Fd. 1-1/4" Iron Pipe (4-24-85)
N 9,938.49
E 11,078.56

ASSUMED COORDINATES

ON OREGON STATE HIGHWAY DIVISION
RG. NO. 7B-20-14 DATED MARCH, 1953.

OREGON STATE HIGHWAY DEPARTMENT	
Purpose	Right of Way
Section	Senecal Creek Br. No. 4442A
Highway	Hillsboro-Silverton
County	Marion
Scale: 1"=100'	Date: July, 1985

See 9B-7-12

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
AUG 21 '85
REFER TO Environmental
FOR Bridge
Init | Insp | R/D | D/F | Sign | Act | File
8/22/85

NOTICE OF DECISION
FLOODPLAIN PERMIT CASE NO. 85-5

APPLICATION: Application of Oregon State Highway Division to replace an existing bridge structure within the Floodplain Overlay Zone (Sec. 178.040 and 178.050 of the Marion County Zoning Ordinance) in EFU (EXCLUSIVE FARM USE) and AR (ACRE RESIDENTIAL) zones on property located adjacent to State Highway 214 (Sec. 11; 10S; R1W).

DECISION: Notice is hereby given that the Planning Director for Marion County has **APPROVED** the above listed Floodplain application subject to certain conditions:

CONDITIONS: Conditions of approval.

1. All areas of disturbed or exposed soil shall be seeded, sodded, re-vegetated, or given some other equivalent type of protection against subsequent erosion.

2. The fill areas shall be graded to provide adequate drainage and to prevent ponding of rain water runoff or flood waters.

3. Removal of riparian vegetation adjacent to the river shall be kept to a minimum.

4. The applicants shall provide the necessary certification required in Sections 178.070 (e) and (j) of the Marion County Zoning Ordinance prior to start of construction.

5. All potentially hazardous or polluting materials, such as fuel and oil shall be stored outside of the floodplain. All such materials shall be present only during construction and shall be easily removable if necessary.

PROCEDURE: The Marion County Zoning Ordinance provides that certain Conditional Use applications be considered first by the County Planning Director. If there is any doubt that the application conforms with adopted land use policies and regulation the Director must condition or deny the application. Any interested person who disagrees with the Director's decision may request reconsideration by the Director on the basis of new information or request that the application be considered by the Marion County Hearings Officer after a public hearing. A public hearing is held on appeals subject to the appellant paying a $25.00 fee. Requests for reconsideration or consideration by the Hearings Officer must be in writing and be received in the Marion County Planning Division, 220 High Street, NE, Salem by 5:00 p.m. on August 30, 1985. If you have any questions about this application or the decision please call 588-5038 or visit the County Planning Division Office at the above address. This decision is effective August 31, 1985, unless further consideration is requested.

FINDINGS AND CONCLUSIONS:

1. The property is designated Primary Agricultural in the Marion County Comprehensive Plan. The major purpose of this designation and the corresponding EFU (EXCLUSIVE FARM USE)

zone is to encourage the continuation of commercial agricultural and forestry use. A Floodplain Development Permit is required because the proposed bridge replacement and associated fill is located within the 100 year floodplain of Senecal Creek.

3. The project site is located on State Highway 214 just east of its intersection with Butteville Road. The applicants are proposing to replace an old bridge with a new single span precast concrete bridge. Approximately 30 cubic yards of rock riprap fill will be placed in the floodplain to support and protect the bridge abutments from erosion.

4. The Marion County Public Works Department and County Building Inspection Division stated no objections to the proposal.

5. The elevation of the bottom of the existing bridge is 167.6 feet above mean sea level (MSL). The bottom of the new bridge will be at an elevation of 167.9 feet MSL. The open area under the bridge will be increased from 135 square feet to 139 square feet. Three bridge supports will also be removed decreasing the opportunity for debris to block the channel. An hydraulic study performed by the applicant's engineer indicates a 100 year flood discharge of 421 cubic feet per second (cfs) at the project site. The report indicated that a discharge of approximately 700 cfs would be required to overtop the proposed bridge. The net effect of the replacement will be to increase the discharge capacity at the site. There should be a slight reduction in flood heights.

6. The proposed riprap fill will be used to protect the bridge ends and slopes from erosion. The State Highway Division has received approval for the proposed fill from the Division of State Lands under Permit No. RF 4070.

7. The applicants will need to provide the certification required under Sections 178.070 (e) and (i) of the Marion County Zoning Ordinance. All potentially hazardous or polluting materials, such as fuel and oil, will be stored outside the floodplain. All such material will be present only during construction and will be easily removable if necessary. Based on the above, staff finds that the proposal with conditions meets the intent of the Floodplain Overlay Zone and satisfies the criteria for approval of a Floodplain Development permit.

Craig U. Luedeman
Director-Planning Division
Department of Environmental Services

8-20-85
Date

Russell Nebon, Chief Planner

8-20-85
Date

STAFF: Anderson/tra

JC

12,102

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BRF-75(17)

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40096

2A. COUNTY NAME
Marion

RECEIVED
STATE HWY ENGR
AUG - 8 '85
REFER TO
DOTter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig to Att 8/8

6. TO

Mr. E. S. Hunter
Acting State Highway Engineer
State of Oregon
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
July 31, 1985

8. FEDERAL ROUTE NUMBER
Primary 75

9. STATE ROUTE NUMBER
Secondary 140

10. GENERAL LOCATION:
Senecal Creek Bridge Section #04442 - 140 - 03608

11. GENERAL DESCRIPTION OF WORK
Grade, Pave and Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)*

Anticipated items as shown in your "PS&E" Estimate dated 7-29-85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 7-29-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of$239,236 Federal Funds $191,388.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing striping, to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/6/85	G. K. Hansen	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10123

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 2

2960 STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

July 23, 1985

In Reply Refer To
File No.:

Sterling Anderson
Marion County Planning Department
220 High Street NE
Salem, Oregon 97301

Enclosed is the Highway Division's development permit application for the replacement of the Senecal Creek Bridge on the Hillsboro-Silverton Highway. Included with the application form are:

1. Map showing the location of the bridge.
2. Statement explaining consistency of the project with the Floodplain Overlay Zone.
3. Plans for the proposed project.
4. Hydraulic report.
5. Certified list of property owners within 100 feet of the project.
6. DSL Removal/Fill permit application.

If you have any questions, please call me. Thank you.

Sincerely,

RDS
FDS
LS
ES
FPO
PDS
LPS
GTS

RECEIVED
JUL 23 1985
ROAD DESIGN SECTION

BPC
FDS
CAD
Copy All
Return To
B/U

Brian Gregor
REGION II PLANNING
COORDINATOR/ENVIRONMENTALIST

cc: John Marks - Final Design

BG:vlw

734-1867 (3-84)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRF-75(13)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40096

2A. COUNTY NAME: Marion

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 5 '85
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE: 5-29-85

8. FEDERAL ROUTE NUMBER: Primary 75

9. STATE ROUTE NUMBER: Secondary 140

10. GENERAL LOCATION:

Senecal Creek Bridge #04442-140-13608

11. GENERAL DESCRIPTION OF WORK

Program Change and Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [X] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested in Mr. Potter's letter of 5-23-85 the Program Change adding "Right-of-Way Acquistion" to the character of proposed work is approved.

Also, as requested, you are authorized to proceed with the acquisition of file No. 54431 at a TEC of $3,000 - Federal Funds $2,400, as shown on exhibit map attached to your request, plus the acquisition of two permanent slope easements required for construction but not reflected on the exhibit map.

As verbally requested you are authorized to utilize voluntary permits of entry if necessary to expedite the construction phase.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/4/85	John D Wilken	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Date: May 23, 1985 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 4009o
Project No. BRF-75(13)
Senecal Creek Bridge Section
Hillsboro-Silverton Highway
Marion County

I request your approval of a program change on the subject project to include in the Character of Proposed Work "Right of Way Acquisition", at an estimated total cost of $3,000.00, with an obligation of $2,400.00 federal funds. The right-of-way to be acquired consists of a temporary easement for a detour and does not involve any relocation assistance.

I further request authorization to proceed with the actual acquisition of the property interests as outlined in red on the enclosed copy of a exhibit map.

RHZ:mm
Encl.
cc: J. Boyd
D. Aman
General File

~~Gruffe~~
PM

Oregon State Highway Division
Salem, Oregon May 23, 1985

Federal-Aid Project No. BRF-75(13)

Senacal Creek Bridge Section
Hillsboro-Silverton Highway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 18,779.67
		Total	$ 18,779.67

Type Code ROW
Right of Way

Right of Way	All Required		$ 2,700.00
	Acquisition Expense		300.00
		Total	$ 3,000.00

Length of Project ---------- 0.0 mi.

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$18,779.67	$15,023.00	$3,756.67
Right of Way	3,000.00	2,400.00	600.00
TOTAL	$21,779.67	$17,423.00	$4,356.67

Group 1: 100%
Prefix: 124-1906
Prefix: 124-2544

RHZ:me

(2)

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NUMBER		County: Marion
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number: BRF-75(13)
MODIFICATION NUMBER: 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 9, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 18,779.67	$ 21,779.67
Federal funds	$ 15,023.00	$ 17,423.00
Other revisions		

This modification is made for the following reasons: To include right of way

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the day of , 19 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

_____
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: April 9, 1985

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Woodburn Area Bridges (4442A) Section
Senecal Creek Bridge Unit
Hillsboro-Silverton Hwy.
Marion County
Project #BRF-75(13)

We have received 1 file on the above HBR project that is scheduled for a F3 Qtr. 86 letting. The acquisition of this right-of-way is estimated at $3,000. and does not require a relocation or moving allowance.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

The above estimate covers file 54431 as shown on the attached Exhibit map.

DA:mk
Attach.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
APR 10 1985
REFER TO Brock
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

SEC. 11, T. 5S., R. 2W., W.M.

S. 10°55'30" W.

"L" 460

40

30" Oak

Chicken Ho.

Fence Ln.

"L" 465

1½ FL Fr. Ho.

Set ⅝"x30" IP/Cap

"L" 463+58.12 PC

Y A 2 30.61

"L" 470

End Fill 470+50

Set ⅝"x30" IP/Cap

House

Pump

467+12.55 P.T.

Set ⅝"x30" IP/Cap

S 89°13'00" E

50

Und. Tele.

4 Pwr Lines

Tele. Cable

1½ Fl. Fr. Ho.

Fir Trees

Entry

110'

"C" PI 31
N550,404.20
E1,382,221.12

Right

55+98.73 P.L.

of 54431
0.55 AC. ±
Set ⅝"x30"
I.P. & CAP
In Excess of 100 AC.

D.L. Mahon
R-284-743

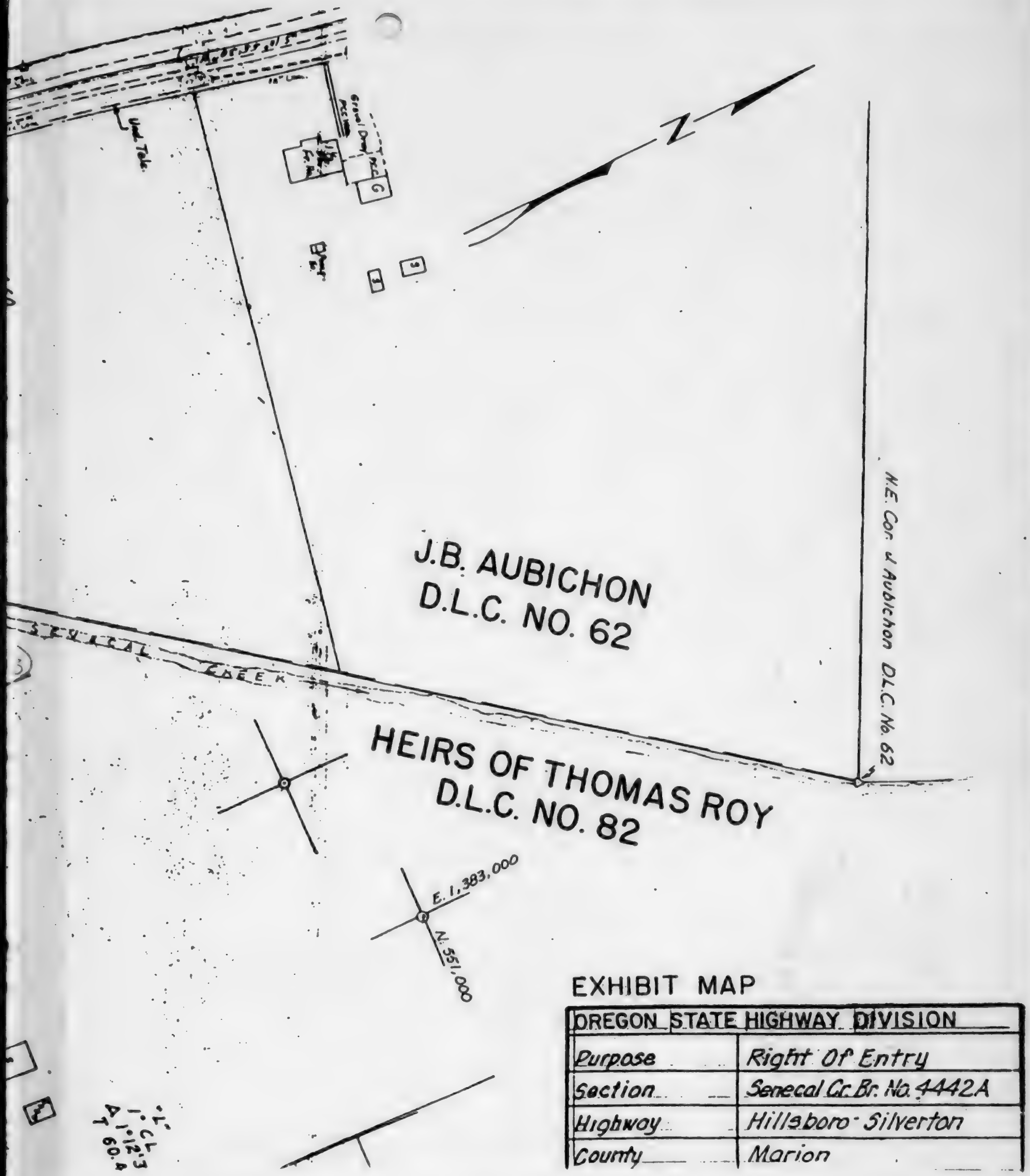


EXHIBIT MAP

OREGON STATE HIGHWAY DIVISION	
Purpose	Right Of Entry
Section	Senecal Cr. Br. No. 4442A
Highway	Hillsboro - Silverton
County	Marion

Senecal Creek Bridge Section
BRF-75(13)
Sta. 465+50 to 470+50
Marion County
4-11-85

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
APR 10 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

10,123

Con 19-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

ENV 3

May 21, 1985

Dale Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Revised Project Environmental
Classification Request
Senecal Creek Bridge #4442
Hillsboro - Silverton Highway
Marion County
BRF-75(13)

Dear Mr. Wilken:

Attached is a revised project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (4)

6/10/85
For Division Administrator Date
Federal Highway Administration
Oregon Division

ENVIRONMENTAL SECTION
June 12, 1985

cc: J. B. Boyd (3)
D. O. Christensen (
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
Bob Pool
Local Programs Unit
Kit Leshk
Ron Noble
General Files
Bill Anhorn
Brian Gregor
William Fretwell
John Gunter
Don Keyes (8)

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Senecal Creek Bridge #4442

REGION
11

ESTIMATED RIGHT-OF-WAY IMPACTS

A temporary easement of less than one acre is needed for a detour. The land to be used is part of an open field so impact would be minimal.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Consistent with applicable plans.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

A new structure will provide better horizontal clearance and should enhance safety.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Work would be done under permit during the low water construction season. Minimal impact is expected.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION) The proposed project is to replace an existing bridge in place. Negligible impact is expected.

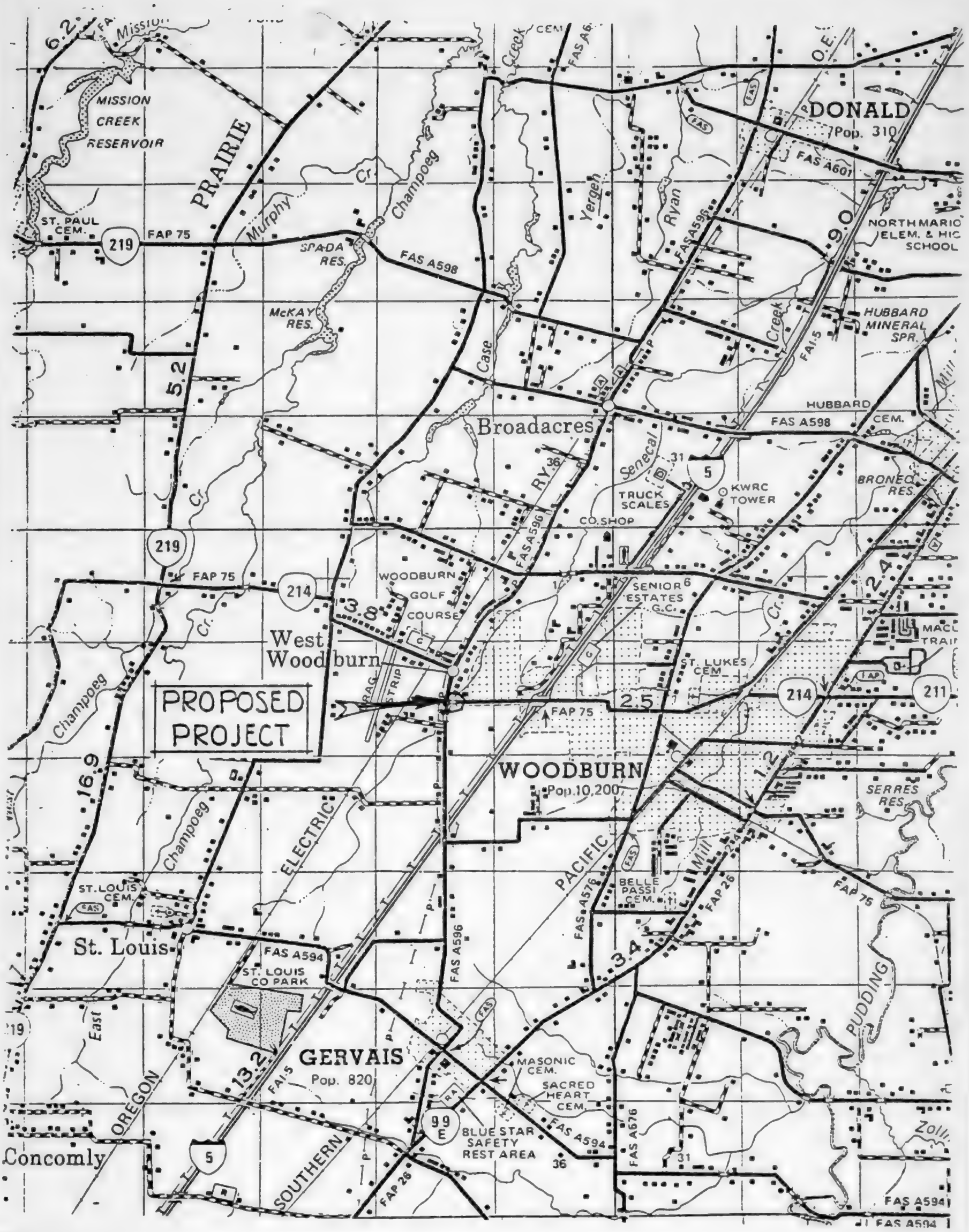
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Permits have been obtained from the Division of State Lands and the Corps of Engineers.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X David G. Harmon	378-6551	

734-1913 (7-82)


MISSION CREEK RESERVOIR
PRAIRIE
Murphy Cr
Champoeg Creek
Yergeh
Ryan
Case
Creek
DONALD
Pop. 310
FAS A601
FAS A596
NORTH MARION ELEM. & HIGH SCHOOL
HUBBARD MINERAL SPR.
HUBBARD CEM.
FAS A598
ST. PAUL CEM.
FAP 75
219
SPADA RES.
McKAY RES.
Broadacres
Senecal
RY. 36
31
5
KWRC TOWER
TRUCK SCALES
CO. SHOP
BRONEC RES.
WOODBURN GOLF COURSE
SENIOR ESTATES G.C.
ST. LUKES CEM
214
211
West Woodburn
PROPOSED PROJECT
FAP 75
WOODBURN
Pop. 10,200
SERRES RES
PACIFIC
ELECTRIC
OREGON
SOUTHERN
ST. LOUIS CEM.
St. Louis
FAS A594
ST. LOUIS CO PARK
BELLE PASSI CEM.
FAP 26
GERVAIS
Pop. 820
MASONIC CEM.
SACRED HEART CEM.
BLUE STAR SAFETY REST AREA
99E
Concomly
East
Mill
PUDDING
FAS A676
6.2
5.2
3.8
16.9
13.2
9.0
2.4
1.2
3.4
2.5

SON 19-1

MISC. CONTRACTS and AGREEMENTS No. 8094

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

1) On September 6, 1984, approved Supplement No. 3 with The Balzhiser Group covering selection of art for the Springfield (Gateway) Office Building in Lane County. Total cost of supplement not to exceed $1,000. (Approved by W. E. Schwartz for State Highway Engineer.)

2) On September 25, 1984, established a temporary 45 MPH speed zone on Oregon Slough Bridge Section of the Pacific Highway No. 1 (I-5), M.P. 307.10 to M.P. 307.98, in the City of Portland, Multnomah County. (Temporary speed zone for duration of Contract No. 9903 or until signs are removed.)

3) On October 4, 1984, temporarily amended "Through Highways and Stop Signs Resolution No. 14" covering the Baker-Copperfield Highway No. 12 at the intersections of the Sparta Road and New Bridge Road in Baker County. (Due to slide, traffic was detoured over county roads around the closure from Highway 12, Sparta Road to New Bridge Road, in Richland, until repairs are made.) Amendment will remain in effect until highway is reopened and detour is no longer in use. (See H. S. Coulter's letter on file under "Through Highways and Stop Signs File No. 14h".)

4) On October 9, 1984, established a 35 MPH speed zone on the Oregon Coast Highway north of Waldport (Alsea Bay Bridge) 0.06 mile north of Bayshore Drive (M.P. 154.74) to 0.44 mile north of Alsea Highway No. 27 (M.P. 155.46) in Lincoln County. Rescinds "Speed Zone Order No. 909" dated August 12, 1984. ("Speed Zone Order No. 911")

5) On October 9, 1984, approved and signed Supplemental Agreement No. 1 with Chronic and Associates granting a time extension by 63 days for preliminary engineering work on the John Day Highway Bridges of the John Day Highway, Baker and Malheur Counties. All work to be done under the contract will be within 213 calendar days.

6) On October 9, 1984, approved an agreement with Wallowa County for the issuance of oversize/overweight vehicle permits for travel over County roads.

7) On October 11, 1984, approved an intergovernmental service agreement with Central Oregon Community College to conduct a workshop on October 18, 1984, relating to arc and oxygen-acetylene welding at a cost of $482.

8) On October 16, 1984, approved an intergovernmental service agreement with Treaty Oak Community College in The Dalles for a workshop relating to arc and oxygen-acetylene welding on October 16, 1984, at a cost of $424.

9) On October 19, 1984, declared an emergency and waived the prequalification requirements for contracts for the construction of public improvements on the State highway system that are required pursuant to OAR 734-10-005 as they relate to the contract for two temporary bridges over the Powder River in Baker County in connection with the Hole in the Wall Slide.

10) On October 19, 1984, approved a Memorandum of Understanding with the Telefax Communication Systems concerning a facsimile transmission machine installed in Room 102, East Salem Highway Building, Salem.

11) On October 22, 1984, approved and signed Supplemental Agreement No. 1 with Swan Wooster Engineering, Inc., covering the preliminary engineering work on the Woodburn Area Bridges in Clackamas and Marion Counties. Supplement covers a time extension to November 8, 1984.

12) On October 26, 1984, approved and signed Supplemental Agreement No. 1 with OBEC Consulting Engineers to increase the amount by $4,286.30 due to extra work performed on the Coquille River Bridge in Coos County. (Approved by E. S. Hunter for State Highway Engineer.)

13) On November 1, 1984, approved and signed Supplemental Agreement No. 1 with Daniel, Mann, Johnson & Mendenhall/Phillips-Reister-Haley Inc., covering the O.B. Riley-Brosterhous Road Project on The Dalles-California Highway in Deschutes County. Supplement extends time to November 9, 1984. All work shall be done within 210 calendar days. (Approved by E. S. Hunter for State Highway Engineer.)

14) On November 1, 1984, approved a site use agreement between the Highway Division and the Aeronautics Division covering property at the John Day State Airport in Grant County for a microwave repeater station. (Approved and signed by E. S. Hunter for State Highway Engineer.)

Dated this 5th day of November, 1984

E. S. Hunter

for H. S. Coulter, State Highway Engineer

11-6-84

10,123

cc OSHD (Coulter)

kke

-U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. See below		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division 9-21-84	4. PROGRAM NO.	2A. COUNTY NAME Clackamas Marion
	5. ITEM NO. 40095 40096 40097	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/05/84	Primary 74, 75 & 78	Secondary 161-140-160

10. GENERAL LOCATION:

BRF-74(10)	Rock Creek Br. & O'Flow Br.
BRF-75(13)	Senecal Creek Br.
BRF-78(7)	Marquam Creek Br.

11. GENERAL DESCRIPTION OF WORK

Revised Consultant Costs.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's letter of 8-20-84 the revised actual costs of the consultant agreement with Swan Wooster Engineering Inc. are increased to a TEC of $58,592.63 - Federal Funds $46,874.10 with no increase in Fixed Fee.

(Increase BRF-74(10) TEC $11,415.30 - F.F. $9,132.00
BRF-75(13) TEC $3,779.67 - F.F. $3,023.00
BRF-78(7) TEC $4,485.05 - F.F. $3,588.00)

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
SEP 25 84
REFER TO Potter
FOR

Orig. to 9/25

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE	Info	Init.	R/D	D/R	Sign	Act	File
9/21/84	D K Hansen	for Division Administrator							

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

CON 17-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

September 6, 1984
IN REPLY REFER TO
HBR-OR

RECEIVED
STAT HWY ENGR
SEP 7 '84
REFER TO
FOR
Info | Instr | R/D | D/R | Sign | Act | File

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

ESH
TAM

Dear Mr. Coulter:

Oregon Projects BRF-74(10) Rock Creek,
BRF-75(13) Senecal Creek & BRF-78(7) Marquam Creek
Consultants Preliminary Bridge Plans Submittal
Clackamas & Marion Counties

cy adams
Info
9-10-84

We have reviewed Mr. Backstrand's August 20 submittal on the Woodburn Area Bridges in Clackamas and Marion Counties by Swan Wooster, Engineering Inc. as described above. This submittal seems very preliminary and incomplete in many respects. Our comments will not include any of the "red" line comments you made on the submitted plans. We agree with all of your notes.

Rock Creek Bridge Nos. 1802C & 1802D

This structure does not have the hydraulic data on the plans. Also there is no indication of backwater for the 100 year flood. Is the structure in a flood insurance area? Such information is necessary to address FEMA flood insurance program. We would like to see a cost for raising the grade enough to place the structure above the design flood. Perhaps additional channel work is necessary.

The overflow culvert should have a concrete collar around the outside for reinforcement. Would it be effective to increase the culvert size slightly and reduce the flood backwater elevations?

We find the foundation information lacking in a static pile analysis. We feel such a study will reduce the 70 foot pile lengths considerably.

Senecal Creek Bridge No. 4442A

Hydraulic data is not on the plans. The design flood and the overtopping flood or the 100 year flood should be shown along with backwater elevations. Is this site in a regulartory floodway and subject to the Natural Flood Insurance Programs?

Are maintenance conditions such that a culvert cannot be considered on this site? It appears that part of the superstructure will be underwater with the 50 year flood. Can the grade be raised economically to at best give some freeboard under the superstructure?

Marquam Creek Bridge No. 3044A

The plans show a 30 foot long structure and the hydraulic report indicates a 36 foot bridge. Why the difference? Hydraulic information needs to be on the plans. Will there be any backwater upstream during different floods? Why not skew the structure to better fit the streambed conditions? What is the overtopping flood and its backwater effect? Is the structure in the regulartory floodway? Is it too costly to raise the grade to give some freeboard under the structure at the design flood?

Please note there is a 3 foot difference in superelevation across the structure. Are logging trucks using the road and if so will this create a problem?

From the foundation information it appears that it is less than 10 feet to the weathered gray siltstone. A spread footing with a wall to support the slab appears to be the best substructure.

In our opinion the consultants preliminary plans are very sketchy and incomplete. We would appreciate an answer to our comments and those you have outlined on the submitted plans.

Sincerely yours,

For

Dale E. Wilken
Division Administrator

cc:
OSHD (W Hart)
OSHD (J Backstrand)
OSHD (G Potter)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: August 20, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

In Reply Refer to
File No.:

PRO

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Personal Services Contract Increase
Swan Wooster Engineering, Inc.
Projects BRF-74(10), BRF-75(13) and BRF-78(7)
Clackamas and Marion Counties

I request your approval of an increase in the subject personal services contract from $38,912.61 to $58,592.63 which is necessary to cover increased field location survey work. Additional information has been submitted under separate action. Revisions in the estimated total cost and Federal funds on the projects for the consultant work will be as follows:

BRF-74(10) Rock Creek and Rock Creek Overflow Bridges

	Total Cost	Federal Funds
Previous	$16,816.97	$13,453.00
Increase	11,415.30	9,132.00
Total Consultant	$28,232.27	$22,585.00
State Forces	7,200.73	5,760.00
Total	$35,433.00	$28,345.00

BRF-75(13) Senecal Creek Bridge

Previous	$11,991.28	$ 9,593.00
Increase	3,779.67	3,023.00
Total Consultant	$15,770.95	$12,616.00
State Forces	3,008.05	2,406.00
Total	$18,779.00	$15,022.00

BRF-78(7) Marquam Creek Bridge

Previous	$10,104.36	$ 8,083.00
Increase	4,485.05	3,588.00
Total Consultant	$14,589.41	$11,671.00
State Forces	4,895.59	3,916.00
Total	$19,485.00	$15,587.00

Form 734-3122

Revised project agreement estimates and modification of project agreements will be forwarded under separate action after approval of the above increases.

CL:jc
cc: E. D. Marges
J. Hansen (Bridge)
General Files

cc: OSHD (Mr Coulter)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: See below

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division, Salem, OR

4. PROGRAM NO.:

5. ITEM NO.: 40095

2A. COUNTY NAME: Clackamas
Marion

6. TO: 40096
40097

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4/3/84

8. FEDERAL ROUTE NUMBER: Primary 74,75, & 78

9. STATE ROUTE NUMBER: Secondary 161,140, & 160

10. GENERAL LOCATION:

BRF-74(10) Rock Creek Bridge and O'Flow Bridge
BRF-75(13) Senecal Creek Bridge
BRF-78(7) Marquam Creek Bridge

11. GENERAL DESCRIPTION OF WORK

Consultant Agreement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [x] OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's letter of 3/26/84 and contingent upon modification of Project Agreement if additional funds are required, I approve the agreement with the consultant firm of Swan Wooster Engineering Inc.,and you are authorized to proceed with the preliminary engineering covered by the Agreement on an actual cost basis estimated to be $38,912.61 - Federal funds $31,129.00 which includes a fixed fee of $2,730.48.

An approved copy of the Agreement is returned herewith.

(BRF-74(10) $16,816.97; BRF-78(7) $10,104.36, and BRF-75(13) $11,991.28)

RECEIVED
STATE HWY ENG
APR 9 84
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act

Orig to 4/9

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/3/84	G. K. Hoosner	for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 3, 1984

In Reply Refer to
File No.:
DES 23
C & A 8099
(1802D)

C. G. Bader, P.E.
Vice President
Swan Wooster Engineering Inc.
500 NE Multnomah, Suite 950
Portland, OR 97232

Personal Service Contract
Woodburn Area - Various Highways Project

Enclosed for your records is a fully executed personal service contract for preconstruction engineering services to be provided for the Rock Creek Overflow, Rock Creek Bridge, Marquam Creek Bridge and Senecal Creek Bridge on the various highways in Marion and Clackamas Counties. The ODOT Program Section notified us today that all necessary approvals have been obtained, and that you may now begin work on the project. All work shall be done by September 16, 1984 based on Paragraph 2.b. of the Contract.

Enclosed is material from our files that may be of use. There is additional information available on the existing bridge in the files of the Bridge Section. Most of that information is on microfilm, and may be viewed by contacting the project manager.

Please continue to work exclusively through the project manager, Jimmy S. Hansen. Him will contact you this week to arrange an on-site pre-design meeting with one of my Design Supervisors and a Region 2 representative. For questions about Field Location Work, you may contact Phillip O. Stearns, Region 2 Federal Aid Specialist, 107 East Salem Highway Building, 2960 East State Street, P. O. Box 14030, Salem, OR 97310, telephone 378-2626.

Walter J. Hart, P.E.
Bridge Engineer

Enclosures
cc: H. S. Coulter
Program Section
Commission Services
Region 2 /w/ Contract
FHWA

Form 734-3122

10,12-

CON 19-1
Original

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: March 26, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Personal Services Contract
Projects BRF-74(10), BRF-75(13) & BRF-78(7)
Clackamas & Marion Counties

Enclosed for your approval are two copies of a fully executed Personal Services Contract between the State Highway Division and Swan Wooster Engineering Inc. on the above-listed projects. The estimated total cost for work by the consultant is $38,912.61.

I further request the following:

1) Authorization to proceed with work by the consultant as of March 20, 1984 with total costs and federal funds allocated as follows:

Project	Section	Total Cost	Federal Funds
BRF-74(10)	Rock Cr. & Rock Cr. O'flow Brs.	$16,816.97	$13,453.00
BRF-75(13)	Senecal Creek Bridge	11,991.28	9,593.00
BRF-78(7)	Marquam Creek Bridge	10,104.36	8,083.00
	TOTAL	$38,912.61	$31,129.00

No increase in the estimated total cost or federal funds currently authorized and under project agreement on the projects is anticipated at this time.

2) The return of one copy of the agreement approved for our files.

CL:blz

cc: Ed Marges
J. Hansen (Bridge)
General Files

Form 734-3122

10/1-27

Con 9-1
-5 cal

AGR

Walt Hart
Attn: Jim Hansen

March 22, 1984

Robert W. Gormsen
Commission Services

MISC. CONTRACTS and
AGREEMENTS No. 8099

Attached for transmitting to Swan Wooster Engineering, Inc., is a fully executed personal service contract for preconstruction engineering on the Rock Creek Overflow, Rock Creek Bridge, Marquam Creek Bridge and Senecal Creek Bridge.

We have retained a fully executed copy of this contract for the Transportation Commission's files.

fkn

Att.

cc Jack Sollis (agree. att.)
Ed Marges

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Marion Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Senecal Creek Bridge (Bridge 4442)

REGION
II

SURVEY AUTHORITY FW4#140

AUTHORIZATION NO. 1

PREFIX 124-1906

DATE

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$	$ 1,000	915	AUDITS	$	$	933	SURFACE DESIGN	$	$ 100
902	CITIZEN'S INVOLVEMENT			916	PHOTO-GRAMMETRY			934	GEOLOGY		
903	LOCAL GOVERNMENT			918	LOCATION		100 ~~200~~	935	SOILS		
904	CONSULTANT		10,000	919	ENGINEERING GRAPHICS			936	REGION TRAFFIC		
905	FINAL DESIGN		500	920	PROGRAM MANAGEMENT		100	937	HYDRAULICS		600
906	BRIDGE DESIGN		1,200	921	SPECIFICA-TIONS		1,000	938	REGION ENVIRONMENT		
907	PRELIMINARY DESIGN			922	ADMIN. SERVICES		100	949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION			923	ENVIRONMENTAL SECTION		200	950	TRAINING		
910	REGION GEOLOGIST			924	D.O.T.			955	R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION		100	925	AIR MONITORING			960	PERSONAL LEAVE		
912	LANDSCAPE			926	FOUNDATION			980	PUBLIC HEARING		
913	RIGHT-OF-WAY LIAISON			927	FREE BRIDGE DESIGN						
914	REGION UTIL-ITY LIAISON			932	RAILROAD & UTILITIES						

	TOTALS	$ $15,000
	PREVIOUS AUTHORIZATION	$
	ADD. AUTH. REQUIRED	$ $15,000

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
BRF-75(13)

LOCATION ENGINEER'S REMARKS

Consultant will perform all preliminary engineering through P S & E including the Hydraulic Study and Foundation Investigation.

1 Versteeg ✓
Anderson
Adams
Macnab
2 Stoudenmeyer
Terpin
3 Trout
Wakerlig

RECEIVED
DEC 15 1983
ROAD DESIGN SECTION

cy Lyle

Do Not File ☐
Return To
Bring Up ----/----/----
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
J. E. Chidsey	11-4-83	X Weldon B. Loomis	12/12/83
RECOMMENDED, BRIDGE ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X Walter L. Trout	11-4-83	X	
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X		11-29-83	

734-1914 (7/82)

LOC

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01552

SECTION: Senecal Creek Bridge (Bridge 4442)

REGION: II

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
140	Hillsboro-Silverton	FROM 36.05 TO 36.12	0.07 mi

☒ URBAN ☐ RURAL | CITY: Woodburn | COUNTY: Marion | ROAD/STREET NAME:

ROUTE # | FEDERAL AID # | APPLICANT (IF OTHER THAN STATE)

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 15	GRADING (✓)	X	FILES (#)	0
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	0
ROADWAY	$ 40		STRUCTURES (✓)	X	RELOCATIONS (#)	0
STRUCTURES	$ 56		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	C
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 15				RIGHT OF WAY DESCRIPTIONS (S,C,A)	
Remove Exist Bridge	$ 6		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 47		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 164	WORK TYPE (1-12)	2	☒ CONTRACT ☐ OTHER ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	
TOTAL ESTIMATE		$ 179				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	4 /84	HBR	1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	3,500	
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

This structure was built in 1935 and is badly deteriorated. Maintenance level is high, the horizontal clearance is low and the rails are substandard.

PROPOSED SOLUTION

Replace the bridge in the same location and improve the horizontal clearance.

REQUESTED: REGION ENGINEER/BRIDGE ENGINEER — DATE 11-4-83

X Walter Scott

APPROVED: ASST. HWY. ENG. FOR OPERATIONS — DATE

X

APPROVED: ASST. HWY. ENG. FOR ADMINISTRATION — DATE

X

PROGRAM SECTION

MANAGER _____ PROJECT UNIT _____

NOV 1 1983

MAN. ASSIT. _____ PROGRAM UNIT _____

PER TC _____

TRANSP COMM APPROVAL DATE | PROGRAM YEAR | FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Senecal Creek Bridge (Bridge 4442)

REGION: II

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	C & S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	C & S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	C & N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	C & S	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	C	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	C	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES		(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0		

COMPANIES

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS
						N/A	AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING					2'-3"			10	x	10			2'-3"				
					4			12		12			4'				
PROPOSED																	

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

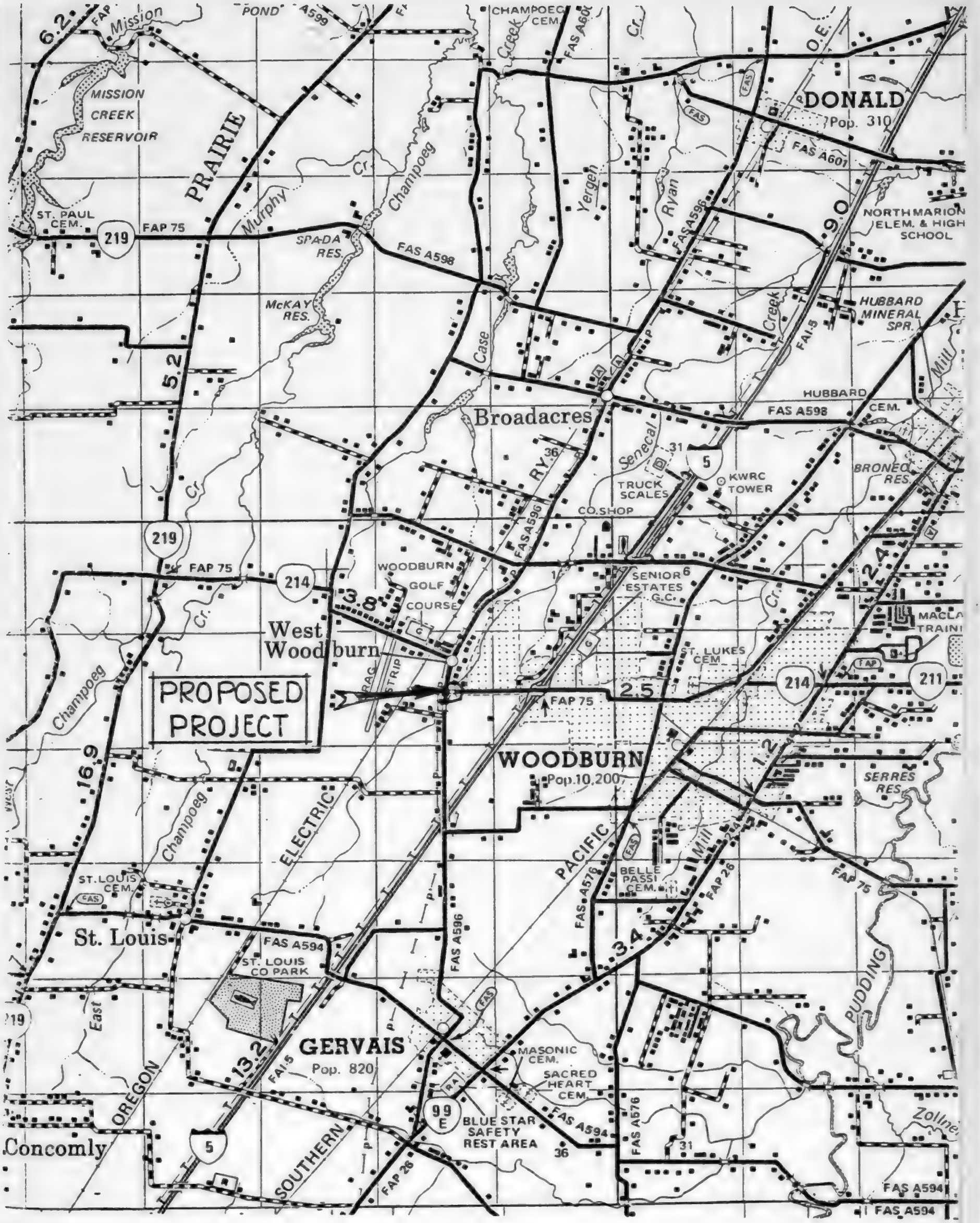
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	44	32	56,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)


PROPOSED PROJECT
DONALD
Pop. 310
WOODBURN
Pop.10,200
GERVAIS
Pop. 820
Broadacres
West Woodburn
St. Louis
Concomly
PRAIRIE
MISSION CREEK RESERVOIR
SPADA RES.
McKAY RES.
Champoeg Cr.
Murphy Cr.
Yergen Creek
Ryan Creek
Case Creek
Senecal Cr.
Mill Creek
Pudding R.
ELECTRIC
PACIFIC
SOUTHERN
OREGON
East
CHAMPOEG CEM
ST. PAUL CEM.
ST. LOUIS CEM.
HUBBARD CEM.
BELLE PASSI CEM.
ST. LUKES CEM.
MASONIC CEM.
SACRED HEART CEM.
NORTH MARION ELEM. & HIGH SCHOOL
HUBBARD MINERAL SPR.
BRONCO RES.
SERRES RES.
WOODBURN GOLF COURSE
SENIOR ESTATES G.C.
TRUCK SCALES
KWRC TOWER
CO. SHOP
ST. LOUIS CO PARK
BLUE STAR SAFETY REST AREA
FAP 75
FAS A598
FAS A596
FAS A594
FAS A576
FAS A601
FAI-5
FAP 26
6.2
5.2
3.8
2.5
1.2
2.4
9.0
16.9
13.2
3.4
219
214
211
5
99E
31
36
6

CON 17-1

r11

10,123

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-75(13) General		
2. STATE PROJECT NO. See Below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division 11-29-83	4. PROGRAM NO.	2A. COUNTY NAME Marion
	5. ITEM NO. 40096	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
11/29/83	Primary 75	Secondary 140

10. GENERAL LOCATION:

Senecal Creek Bridge #4442 Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering Str.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work
  TEC $15,000
  F.F $12,000
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 11/21/83.

RECEIVED
STATE HWY ENGR
DEC 5 '83
REFER TO
Potier.
FOR

Info	Insp	R/O	D/R	Ign	cl	File

Orig to 12/6

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/29/83	G. K. Haasner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10 128

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. p	ROUTE NO. STATE
SR 214, 0.1 mi. W. of Woodburn "Senecal Creek Bridge Sec."	118	40096	BRF-75(13)	75	140

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 100' normal

Water Development None Recreation & Historical Areas None

County Marion Code 047

A-95 Review:

State Cl. Ho. ..... Exempt X Date Approved _____

Dist. 3 Cl. Ho. ..... Exempt X Date Approved _____ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 5 .

(2) Structure No. 4442.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 15,000
80%	FF	$ 12,000
	STATE	$ 3,000
	____	$

For PR-37:
Field Phase $
PS&E Phase $

CL:bkb

REMARKS:
1) Enclosed is a copy of Parts 1 thru 4 of Project Prospectus & Project Maps.
2) Included in the approved bridge replacement inventory with a sufficiency rating of 16.7.

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
11-21-83	ORIGINAL SIGNED BY D. E. SWAN — D.E. SWAN, P.E.	PROJECT UNIT ENGINEER

1985	Five New Traffic Signals in the Portl. Business District.	10,124

C+A - 8123 - 7-10-84

10,124

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: DECEMBER 5, 1988

CITY: PORTLAND AGREEMENT NO: 8123 PROJECT NO: IXG-000C(30)(36)

CONTRACT NO: 10124 SECTION: Traffic Signals @ 5 Locations-C.B.D.

PRELIMINARY ENGINEERING (IXG-000C(30) PREFIX NO. 726-1962):

Project Manager (Nonpartic. $11.02)		$ 48.66
Work by City		15,063.62
Location		6.48
Final Design		52.16
Temporary Protection and Direction of Traffic		67.81
Specifications (Nonpartic. $65.50)		1,011.63
Region Traffic		146.70
R/W Liaison (Nonpartic. $23.67)		45.80
Utility Liaison		44.70
Program Section		85.91
Audit Services		69.86
Blueprint Services (Nonpartic.)		108.50
	TOTAL P.E. COST	$ 16,751.83

CONSTRUCTION (IXG-000C(36) PREFIX NO. C10124):

Payment to Contractor		$ 247,132.09
Project Manager		567.64
Work by City		16,246.62
Metro Region		197.45
Accounting Section		92.18
Interest Paid Contractor (Nonpartic.)		0.98
Materials Testing		2,591.69
Construction Section		82.30
Traffic Section		223.18
SFO #1 Remove Stop Bars & Place Plastic Crosswalk		1,449.14
SFO #2 Traffic Signal Connect & Turn-on		2,042.93
Equipment Repair		3,275.00
Program Section		80.02
Audit Services		69.40
	TOTAL CONST. COST	$ 274,050.62

SUMMARY:

Total PE Cost		$ 16,751.83
Total Const. Cost		274,050.62
	TOTAL PROJECT COST	$ 290,802.45
Less Federal Funds (P.E.)		(16,543.14)
Less Federal Funds (Const.)		(274,049.64)
	AMOUNT DUE FROM CITY	$ 209.67

GEZ:bkw
cc: Diane Galida
Wayne Schulte
LPG Files

10,124 (ORIGINAL) 726-1962

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-5-88

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

OREGON

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 5-2-84

TO 8-22-85

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IXG-000C(30)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
16,751.83	16,543.14	100%	16,543.14	16,543.14	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
OREGON	8/5/88	Assistant Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FA 580

FORM PR-20 (REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Traffic Signals @ 5 Locations (Portland)					
	Portland City Streets					
	Multnomah County					
	Preliminary Engineering					
	Type Code PE					
	State		All	Required	$ 1,479.52	
	Work by City of Portland		All	Required	15,063.62	
	Total Participating Project Costs				$ 16,543.14	
	NonParticipating Project Costs					
	State		All	Required	$ 208.69	
	Total Project Costs				$ 16,751.83	

AMOUNT CARRIED FORWARD .....

	726	1960	936	00 P 1				5.22
	726	1960	938	00 P 1	1.90CR	420.99		420.99
			TOT	P1	.16CR	34.66		34.66
			** JOB TOTALS **		2.77CR	627.97		633.26
					2.77CR**	627.97 **		633.26 **

PORTLAND SIGNAL REPLACE CONT NO X FA PROJ NOS XTG 000C029 100 STATE

726	1961	205	00 P 1		1,404.42CR		1,404.42CR
726	1961	296	00 N 9	9.45CR	30,325.01CR		31,344.68CR
726	1961	298	00 N 9	9.45	30,325.01		31,344.68
726	1961	901	00 P 1		66.19		75.56
726	1961	903	00 P 1		27,068.69		28,088.36
726	1961	905	00 P 1		320.78		320.78
726	1961	911	00 P 1		1,318.21		1,318.21
726	1961	913	00 P 1		112.88		112.88
726	1961	918	00 P 1		6.48		6.48
726	1961	920	00 P 1		83.15		83.15
726	1961	921	00 P 1		2,398.22		2,398.22
726	1961	922	00 P 1		24.56		24.56
726	1961	932	00 P 1		282.26		282.26
726	1961	950	00 P 1		38.64		38.64
		TOT	P1		30,315.64		31,344.68
		** JOB TOTALS **		**	30,315.64 **		31,344.68 **

5 NEW TRAFFIC SIGNALS-CBD CONT NO FA PROJ NOS X1G0000C030 100 STATE

726	1962	296	00 N 9 Tr. St.	9.45CR	14,064.17CR		14,064.17CR

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 1230

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE		GRAND TOTAL TO DATE
	726	1962	298	00 N 9 Tr. Eng.	9.45	14,064.17		14,064.17
	726	1962	901	00 P 1 Proj. Manager	.17CR	37.64		37.64
	726	1962	903	00 P 1 Pay Loc Govt		13,872.52		13,872.52
	726	1962	918	00 P 1 Location		6.48		6.48
	726	1962	936	00 P 1 Reg. Traffic	.66CR	146.70		146.70
			TOT	P1	.83CR	14,063.34		14,063.34
			** JOB TOTALS **		.83CR**	14,063.34 **		14,063.34 **

SIGNAL MODIFICATIONS CONT NO FA PROJ NOS X1G0000C031 100 STATE

726	1963	296	00 N 9	9.45CR	2,867.15CR		2,867.15CR
726	1963	298	00 N 9	9.45	2,867.15		2,867.15
726	1963	901	00 P 1	.13CR	28.68		28.68
726	1963	903	00 P 1		2,778.75		2,778.75
726	1963	918	00 P 1		6.48		6.48
726	1963	932	00 P 1	.12CR	52.99		52.99
		TOT	P1	.25CR	2,866.90		2,866.90
		** JOB TOTALS **		.25CR**	2,866.90 **		2 866.90 **

[illegible] FW 2NE 181ST AVE CONT NO FA PROJ NOS X10 9964001 100 STATE

726	1964	296	00 N 9		110.66CR		[illegible]

JOB COST SUMMARY RUN ON 11-04-88
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 10/29/88

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C7261962	000	899	504	0100			87.50	
C7261962	000	899	504	0523			-108.50	
C7261962	000	899	504	7200			21.00	
OBJ-DETAIL 504								
ACTIVITY 899								SUBTOTAL —
C7261962	000	900	001	0523			-11.02	
C7261962	000	900	001	1090			11.02	
OBJ-DETAIL 001								
ACTIVITY 900								SUBTOTAL —
C7261962	000	905	001	7363			50.66	
OBJ-DETAIL 001							50.66	
C7261962	000	905	130	7300			1.50	
OBJ-DETAIL 130							1.50	
ACTIVITY 905							52.16	SUBTOTAL Final Design ✓
C7261962	000	907	001	7331			67.81	
OBJ-DETAIL 001							67.81	
ACTIVITY 907							67.81	SUBTOTAL Temporary Prot. & Direct. Tr. ✓
C7261962	000	913	001	0523			-23.67	
C7261962	000	913	001	7730			45.80	
OBJ-DETAIL 001							22.13	
ACTIVITY 913							22.13	SUBTOTAL R/W Liaison ✓
C7261962	000	914	001	7700			44.70	
OBJ-DETAIL 001							44.70	
ACTIVITY 914							44.70	SUBTOTAL Utility Liaison ✓
C7261962	000	920	001	0631			85.91	
OBJ-DETAIL 001							85.91	
ACTIVITY 920							85.91	SUBTOTAL Proj. Section ✓
C7261962	000	921	001	7200			503.39	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 11-04-88
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 10/29/88

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
OBJ-DETAIL	001						503.39	
C7261962	000	921	136	0500			442.74	
OBJ-DETAIL	136						442.74	
C7261962	000	921	501	0100			65.50	
C7261962	000	921	501	0523			-65.50	
OBJ-DETAIL	501							
ACTIVITY	921						946.13	SUBTOTAL Specifications ✓
SUB-JOB	000	SUBTOTAL					1,218.84	
C7261962	010	899	504	0523	Billings & Revenue		108.50	
OBJ-DETAIL	504		(Blueprint services				108.50	
ACTIVITY	899						108.50	SUBTOTAL
C7261962	010	900	001	0523			11.02	
OBJ-DETAIL	001						11.02	
ACTIVITY	900						11.02	SUBTOTAL Proj. Mgr. ✓
C7261962	010	913	001	0523			23.67	
OBJ-DETAIL	001						23.67	
ACTIVITY	913						23.67	SUBTOTAL RW Liaison ✓
C7261962	010	921	501	0523			65.50	
OBJ-DETAIL	501						65.50	
ACTIVITY	921						65.50	SUBTOTAL Specifications ✓
SUB-JOB	010	SUBTOTAL					208.69	
C7261962	011	050	001	0570			69.86	
OBJ-DETAIL	001						69.86	
ACTIVITY	050						69.86	SUBTOTAL Audit
C7261962	011	899	299	0100			14,063.34	***
OBJ-DETAIL	299						14,063.34	
C7261962	011	899	341	1052			1,191.10	Pay Loc. Gov't ✓

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 11-04-88
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 10/29/88

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
OBJ-DETAIL	341						1,191.10	
ACTIVITY	899						15,254.44	SUBTOTAL
SUB-JOB	011	SUBTOTAL					15,324.30	
EA	C7261962	TOTAL					16,751.83	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

10,124 C10124

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-4-88

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 7/31/85

TO 8/18/87

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

XIG-MG000C(36)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
178	274,050.62	274,049.64	100%	274,049.64	274,049.64	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20 (REV. 5-76)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	5 NEW TRAFFIC SIGNALS (PORTLAND CBD) SECTION CITY STREETS MULTNOMAH COUNTY					
	CONSTRUCTION TYPE CODE Y031 TRAFFIC SIGNAL (5 LOCATIONS)					
	Final Contract Payment Summary		Lump	Sum	$247,132.09	
SFO #1	Remove existing stop bars & lay plastic crosswalk		All	Required	1,449.14	
SFO #2	Traffic signal connection & turn on		All	Required	2,042.93	
	Total Constuction Costs				$250,624.16	
	CONSTRUCTION ENGINEERING STATE		ALL	Required	23,356.08	
	MISC. PROJECT COST					
	Audit Costs		All	Required	69.40	
	Total Participating Costs				$274,049.64	
	NON PARTICIPATING COSTS					
	Interest on vendor payments		All	Required	.98	
	Total Non Participating Costs				.98	
	Total Project Costs				$274,050.62	
	Prepared based on Participating Cost as shown on the Federal Billing as of 8-31-88					

AMOUNT CARRIED FORWARD .....

JOB COST SUMMARY RUN ON 11-04-88
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 10/29/88

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C10124	000	010	001	0813			36.52	Final Estimates Group
C10124	000	010	001	0821			45.78	Quality Control Group
OBJ-DETAIL 001							82.30	Const. Section ✓
C10124	000	010	130	1000			14.50	
OBJ-DETAIL 130							14.50	Metro Region ✓
ACTIVITY 010							96.80	SUBTOTAL
C10124	000	899	001	0521			5.39	
OBJ-DETAIL 001							5.39	Contract Acctng Gr. ✓
C10124	000	899	136	0500			6.36	
OBJ-DETAIL 136							6.36	Acctng Sec. ✓
C10124	000	899	302	R				
OBJ-DETAIL 302								
C10124	000	899	548	8214			5.20	
OBJ-DETAIL 548							5.20	Portland Concrete Crew - Materials Testing ✓
C10124	000	899	550	8215			99.20	
OBJ-DETAIL 550							99.20	Portland Gen. Insp. Crew - ✓
C10124	000	899	555	0521			19.25	Contract Acctg ✓
C10124	000	899	555	0531			.53	Data Entry ✓
C10124	000	899	555	8056			178.65	Proj. Mgr ✓
OBJ-DETAIL 555							198.43	~~Data Entry~~
ACTIVITY 899							314.58	SUBTOTAL
C10124	000	900	001	1070			77.88	
C10124	000	900	001	1083			64.43	
C10124	000	900	001	1094			87.67	
OBJ-DETAIL 001							229.98	
C10124	000	900	130	1094			54.72	
OBJ-DETAIL 130							54.72	
C10124	000	900	199	8056			43.66	
OBJ-DETAIL 199							43.66	
C10124	000	900	550	1000			26.70	
C10124	000	900	550	8054			16.80	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 11-04-88
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 10/29/88

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
OBJ-DETAIL 550							43.50	
C10124	000	900	555	8056			17.13	
OBJ-DETAIL 555							17.13	
ACTIVITY 900							388.99	SUBTOTAL Proj. Mgr. ✓
C10124	000	901	001	7611			19.14	
C10124	000	901	001	7612			177.54	
OBJ-DETAIL 001							196.68	
C10124	000	901	504	7363			2.65	
C10124	000	901	504	7612			23.85	
OBJ-DETAIL 504							26.50	
ACTIVITY 901							223.18	SUBTOTAL Traffic Section
C10124	000	920	001	0612			37.06	
C10124	000	920	001	0631			42.96	
OBJ-DETAIL 001							80.02	
ACTIVITY 920							80.02	SUBTOTAL Prog. Section
C10124	000	940	001	8007			54.77	
C10124	000	940	001	8214			1,156.06	
C10124	000	940	001	8215			199.42	
C10124	000	940	001	8221			30.04	
OBJ-DETAIL 001							1,440.29	
C10124	000	940	030	8214			12.00	
OBJ-DETAIL 030							12.00	
C10124	000	940	550	8215			14.00	
OBJ-DETAIL 550							14.00	
C10124	000	940	551	1094			524.00	
C10124	000	940	551	8214			104.00	
C10124	000	940	551	8215			373.00	
C10124	000	940	551	9997			20.00	
OBJ-DETAIL 551							1,021.00	
ACTIVITY 940							2,487.29	SUBTOTAL Materials Testing ✓

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 11-04-88
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 10/29/88

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
SUB-JOB	000	SUBTOTAL					3,590.86	
C10124	001	899	349	1010			.98	
OBJ-DETAIL	349						.98	
ACTIVITY	899						.98	SUBTOTAL Metro Region ✓
SUB-JOB	001	SUBTOTAL					.98	
C10124	011	050	001	0500			22.83	
C10124	011	050	001	0570			46.57	
OBJ-DETAIL	001						69.40	
ACTIVITY	050						69.40	SUBTOTAL Audit Services
C10124	011	140	341	1010	SF			
C10124	011	140	341	1010	SF01		1,449.14	
OBJ-DETAIL	341						1,449.14	
ACTIVITY	140						1,449.14	SUBTOTAL SFO#1 striping ✓
C10124	011	159	302	1010	SF		-~~102.15~~	
OBJ-DETAIL	302						-~~102.15~~	Retainage
C10124	011	159	341	1010	SF02		2,042.93	
OBJ-DETAIL	341						2,042.93	SFO#2 ✓
C10124	011	159	490	1000	SF		3,175.00	
OBJ-DETAIL	490						3,175.00	Equip Repair ✓
ACTIVITY	159						5,115.78	SUBTOTAL
C10124	011	899	001	0521			10.39	
OBJ-DETAIL	001						10.39	contr. Accounting ✓
C10124	011	899	130	1000			7.00	
OBJ-DETAIL	130						7.00	Metro Region ✓ ✓
C10124	011	899	199	1010			175.95	" "
OBJ-DETAIL	199						175.95	
C10124	011	899	300	1010			247,132.09	Contract Payments ✓
OBJ-DETAIL	300						247,132.09	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 11-04-88
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 10/29/88

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C10124	011	899	302	R			~~102.15~~	
OBJ-DETAIL 302							102.15	Retainage
C10124	011	899	490	1000			100.00	
OBJ-DETAIL 490							100.00	Equip Repair
ACTIVITY 899							247,527.58	SUBTOTAL
C10124	011	901	341	1010			16,246.62	
OBJ-DETAIL 341							16,246.62	
ACTIVITY 901							16,246.62	SUBTOTAL Work by City
C10124	011	990	001	0521			50.26	
OBJ-DETAIL 001							50.26	
ACTIVITY 990							50.26	SUBTOTAL Contract Accounting Group
SUB-JOB 011 SUBTOTAL							270,458.78	
EA C10124 TOTAL							274,050.62	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
8/17/87	Larry Heil, Assistant Area Engineer	IXG-000C(36)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
4/18/86	2/4/87	99 %	220 Calendar Days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FIVE NEW TRAFFIC SIGNALS (PORTLAND CBD)
VARIOUS CITY STREETS
Install Traffic Signals

This project provided for the installation of new traffic signals at five intersections in downtown Portland.

The contract was awarded to Ajax Electric Company on 8/29/85. Work started 10/22/85 and was completed 4/18/86 within the specified contract time. The final project cost underran the original authorization of $287,344 by 5%. There were no claims.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

RECEIVED
STATE HWY ENGR
AUG 18 '87
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Lawrence M. Heil		SIGNATURE J. Steinbeck	
TITLE Assistant Area Engineer	DATE 8-18-87	TITLE District Engineer A	DATE 8/18/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

10,120

August 5, 1987

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

CON 5
9857
9928
10120

Attn: Bob Morrow

Re: Umatilla River-Power Line Road
Contract No. 9857 (Mike Gardner, Project Manager)
Park Place-Clackamas Community College
Contract No. 9928 (Earl Mershon, Project Manager)
Claxter Road NE-Portland Road NE
Contract No. 10120 (Lee Franklin, Project Manager)

It has been brought to my attention that you have filed claims against the Highway Division on each of the above listed projects. It has also been brought to my attention that in each of the above claims the Project Manager and other designees have attempted to review your project records related to these projects and claims.

In spite of oral and written requests for access to your records by the Engineer, you have failed to provide them. The reasons you have given my representatives is that:

a. you don't have them in your possession,
b. You are unavailable, and
c. You aren't ready for them to be reviewed.

I consider this a serious breach of contract and direct you to take immediate action to correct these failures to follow the directions of the Engineer. Should you fail to take immediate action regarding this matter, I will take whatever actions available to me to enforce compliance with the contract and/or declare you in breach.

W. E. Schwartz
Ass't. State Highway Engineer

WES:mk

cc: E. Mershon
M. Gardner
L. Franklin

bc: J. Sollis
W. Cloran
C. O. Fredrickson

10,120

OREGON DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: July 18, 1987

PROJECT NAME (SECTION): Claxter Rd. - Portland Rd.

CONTRACT NO: C10120

HIGHWAY: Verda Lane - Hyacinth

COUNTY: Marion

F A PROJECT NO: IX-1685 (5)

CONTRACTOR: Mocon Corp.

KIND OF WORK: Grdg, Pvg, Signing, Illim., Signals & Landscape

DATE OF AWARD: August 30, 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 2,954,953.97

ESTIMATED PROJECT COST $ 2,951,495.41

ESTIMATED PERCENT OVERRUN/UNDERRUN 0.1 %

ENGINEERING

AUTHORIZATION $ 210,130.06

COST THIS WEEK $ 304.00

TOTAL TO DATE $ 226,777.39

PERCENT OF AUTHORIZATION 107 %

FIRST NOTIFICATION DATE: Sept. 5, 1985

ESTIMATED DATE OF COMPLETION, OR: Nov. 30, 1986

SECOND NOTIFICATION DATE AND:

ESTIMATED SEMIFINAL SUBMITTAL DATE:

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
All	08/31/86	0	0.0	0	
(B)	11/30/86	0	0.0	0	Yes
	/ /	0	0.0	0	
	/ /	0	0.0	0	

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 1 WORKERS: 5

PERCENT CONTRACT WORK COMPLETED: 99 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	22,150 CY	29,150 TN	10,000 TN			
EST. CORRECTED QUANTITIES	28,094 CY	29,150 TN	10,000 TN			
EST. PERFORMED TO DATE	28,200 CY	29,040 TN	9,825 TN			
PERCENT PERFORMED TO DATE	100	99	98	99	0	0

ACTIVITIES THIS WEEK:

Preparing of semi-final.

PROJECT VISITORS:

NONE

ACTIVITIES ANTICIPATED NEXT WEEK:

Planning to submit semi-final.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): Bob Thompson for Lee Franklin

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,124

June 1, 1987

COM 5 - #10,124

Capital Enterprise & Engineering Corp.
P. O. Box 12688
Salem, OR 97309

Attention: Tammy C. Johnson
Office Manager

Thank you for your letter of April 23, 1987, notifying us that the bonding company has paid all past due invoices in connection with a claim against Ajax Electric Company.

You state this is in reference to the Ajax Electric Company Contract No. 10,124 for Five New Portland Traffic Signals.

This information will be noted in our records.

Fran Neavoll
COMMISSION SERVICES

cc: Ajax Electric Company
5940 NE 45th
Portland, OR 97218

Central National Insurance
Company of Omaha
105 South 17th Street
Omaha, NB 68102

Northwest Bonding Agency, Inc.
P. O. Box 1448
Beaverton, OR 97005

bc: Secretary of State: Filed 6-30-86; #1986-0236

bbc: Bryant Jackmond
FKN:azm

NOTED ON CARD
6-1-87
azm

Capital Enterprise & Engineering Corp.

1230 20th St. S.E. • P.O. Box 12688 • Salem, Oregon 97309 • (503) 363-9290

April 23, 1987

Mr. Robert W. Gormsen
Commission Services
Room 121, Transportation Bldg.
Salem, OR 97301

SUBJECT: OSHD Contract #10,124
Portland Business District--Multnomah County
Ajax Electric Co.

Dear Mr. Gorman:

This is to notify you that the bonding company for Ajax Electric, Central National Insurance, has paid all past due invoices due to us and that we are herewith withdrawing our claim on this project.

We appreciate having this avenue available to us. Thank you for your services.

Sincerely,

Tammy C. Johnson

Tammy C. Johnson
Office Manager

cc: Ajax Electric
Central National Insurance
of Omaha

RECEIVED
APR 24 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,124

March 27, 1987

CON 5 - 10,124

Northwest Bonding Agency, Inc.
Attn: Dennis V. Gilbert
P. O. Box 1448
Beaverton, OR 97005

On February 18, 1987, we wrote to you concerning release of final payment on Contract No. 10,124 awarded to Ajax Electric Company for five new traffic signals (Portland CBD) on various city streets in Multnomah County.

Final payment on this contract is $500.00 and the total contract amount is $247,132.09 including $3,043.59 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

azm

cc: Ajax Electric Company
5940 NE 45th
Portland, OR 97218

Central National Insurance
Company of Omaha
105 South 17th Street
Omaha, NB 68102

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

10,124

February 18, 1987

CON 5 - #10,124

Weckworth, Barer & Meyer
Law Offices
1700 One Union Square
Seattle, WA 98101

Attention: Stephen D. Rose

This is in response to your letter of January 27, 1987, requesting that funds be held on Contract No. 10,124 with Ajax Electric Company for Five New Traffic Signals in Portland.

Capital Enterprises and Engineering Corporation on June 9, 1986, filed a claim with our office in the amount of $59,593.33.

The State has a policy not to withhold payment of funds to contractors unless requested by the contractor's surety. It is also necessary that an Assignment form be filled out and signed by the contractor and his surety.

We would suggest that you contact the surety direct. Their name and address is Central National Insurance Company of Omaha, c/o Northwest Bonding Agency, Inc., P.O. Box 1448 Beaverton, OR 97005.

We hope this information will be of help to you.

Fran Neavoll
COMMISSION SERVICES

LAW OFFICES OF

WECKWORTH, BARER & MEYER

1700 One Union Square
Seattle, Washington 98101

(206) 624-6795

ARNOLD J. BARER
WAYNE L. KNUTSEN
CHARLES L. MEYER
STEPHEN D. ROSE
W. F. WECKWORTH

of counsel
ROBERT W. CALLIES

January 27, 1987

Mr. Robert Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Re: OSHD Contract #10124
Portland Central Business District -- Multnomah County
Principal Contractor: Ajax Electric

Dear Mr. Gormsen:

I was contacted by Mr. Edward Gossack, of Capital Enterprises and Engineering Corporation, regarding the contract above-captioned.

Mr. Gossack advises that he is presently owed the sum of $47,259.98 for work Capitol Enterprises and Engineering Corporation tendered on the contract above-captioned.

I would request that any funds associated with the above-captioned project be immediately frozen. The failure to freeze these funds may severely prejudice the position of the insurance company.

In the event that funds are paid out and the insurance company is forced to make payments pursuant to its bond, the insurance company will look to the State of Oregon Highway Department for full reparation.

Thank you for your cooperation in this matter.

Sincerely,

WECKWORTH, BARER & MEYER

Stephen D. Rose

SDR/bmc

REGISTERED MAIL, RETURN RECEIPT REQUESTED

RECEIVED
JAN 29 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,124

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10124

TO: Commission Services

DATE: February 4, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10124 , On Site Work Substantially Completed April 18, 1986

All Work Completed January 20, 1987

Project 5 New Traffic Signals (Portland CBD)

Highway Various City Streets

County Multnomah

Type of Work Traffic Signal Installation

Contractor Ajax Electric Company

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-18-87 - Surety letter written.

RECEIVED
FEB - 9 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1986-0260

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JUL 31 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

July 23, 1986

FILE NO.: CON 5 - #10,124

FILED
JUL 25 1986
BARBARA ROBERTS
SECRETARY OF STATE

Northwest Signal Supply, Inc.
17410 S.W. 63rd Avenue
Lake Oswego, OR 97034

Attention: Maston Wolfe, Jr.

We have received your letter dated July 18, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Northwest Signal Supply, Inc.
AMOUNT:	$15,714.60
FOR:	Material
AGAINST (PRIME CONTRACTOR):	Ajax Electric Company
CONTRACT NO.:	Five New Traffic Signals Portland CBD #10,124
SURETY:	Central National Insurance Company of Omaha

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

George Bell
Assistant Director

cc: Ajax Electric Company
5940 N.E. 45th
Portland, OR 97218

Northwest Bonding Agency, Inc.
P.O. Box 1448
Beaverton, OR 97005

Central National Insurance
Company of Omaha
105 S. 17th Street
Omaha, NB 68102

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
8-1-86cc

NORTHWEST
SIGNAL SUPPLY, INC.

July 18, 1986

Oregon Department of Transportation
Commission Services
121 Transportation Bldg.
Salem, OR 97310

Attn: Fran Neavoll

I wish to file a claim against Ajax Electric's bond for the following project:

Project: Traffic signal installation, 5 new traffic signals (Portland CBD)
Contract No: 10124

Material supplied: 10 traffic poles and arms and 9 pedestrian poles & bases.
Contractor: Ajax Electric 5940 N.E. 45th Ave. Portland, OR 97218
Amount Due: $15,714.60 outstanding.

Sincerely,

NORTHWEST SIGNAL SUPPLY, INC.

Maston Wolfe, Jr.

Maston Wolfe, Jr.

RECEIVED
JUL 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

17410 S.W. 63RD AVE.
LAKE OSWEGO, OR 97034
PHONE (503) 635-4351

10,137

NORTHWEST
SIGNAL SUPPLY, INC.

July 3, 1986

Oregon Dept. of Transportation
Commission Services
121 Transportation Bldg.
Salem, OR 97310

Dear Sirs:

I am having trouble getting payment on the enclosed invoice NO. 2816 to Ajax Electric. The amount is $24,178.00 for 10 traffic signal mast arm poles.

The contract NO. is 10124 and the project name is "Traffic signal installation - 5 new traffic signals (Portland CBD)".

I received today a check for $8000.00 in partial payment which leads me to believe the contractor means to pay, but I wanted to establish in writing that there is a problem and that I want to be secured by the contractor's bond.

Sincerely,

NORTHWEST SIGNAL SUPPLY, INC.

Maston Wolfe Jr.

Maston Wolfe, Jr.

24,178
8,000
16,178

he will call back -
he said to hold up on claim filing as they will pay soon - he will send another letter if wants to file a claim for

RECEIVED
JUL 7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

17410 S.W. 63RD AVE.
LAKE OSWEGO, OR 97034
PHONE (503) 635-4351

CL 1986-0236

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 25, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #10,124

FILED
JUN 30 1986
BARBARA ROBERTS
SECRETARY OF STATE

Capital Enterprise & Engineering Corp.
1230 20th St. S.E.
Salem, OR 97302

Attention: Tammy C. Johnson
Office Manager

We have received your letter dated June 9, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Capital Enterprise & Engineering Corp.
AMOUNT:	$59,593.33
FOR:	Material and interest
AGAINST (PRIME CONTRACTOR):	Ajax Electric Company
CONTRACT NO.:	10,124
PROJECT:	Five New Traffic Signals in Portland
SURETY:	Central National Insurance Company of Omaha

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUL 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Ajax Electric Company
5940 N.E 45th
Portland, OR 97218

Central National Insurance
Company of Omaha
105 South 17th Street
Omaha, NE 68102

Northwest Bonding Company
Attn: Dennis V. Gilbert
P.O. Box 1448
Beaverton, OR 97005

noted on copy

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Capital Enterprise & Engineering Corp.

1230 20th St. S.E. • Salem, Oregon 97302 • (503) 363-9290

June 9, 1986

Mr. Robert Gormsen
Commission Services
Room 121, Transportation Bldg.
Salem, OR 97301

SUBJECT: OSHD Contract #10,124 Portland Central Business District--Multnomah County
Ajax Electric Co.

Dear Mr. Gormsen:

In accordance with Section 107.28 of the Standard Specifications for Highway Construction--1974, we are placing a claim for past due invoices on this project.

Capital Enterprise & Engineering Corp. is a supplier to Ajax Electric which is the prime contractor on this project. Following is a listing of past due invoices:

Inv. #	Date	For	Amount
603-114	3/28/86	Material	$59,490.00
606-193	6/02/86	Interest	103.33
		TOTAL	$59,593.33

Sincerely,

Tammy C. Johnson

Tammy C. Johnson
Office Manager

CC: Ajax Electric Co.
Central National Insurance
of Omaha

RECEIVED
JUN 10 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,124

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.

CON 5
10124

DATE: June 12, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IXG-000C(36)

Contract 10124, Work Completed April 18, 1986

Project 5 New Traffic Signals (Portland CBD)

Highway Various City Streets

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date May 27, 1986

for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
JUN 17 '86
REFER TO Fredrickson
FOR
Info | Invest | R/D | D/R | Item | Act | File

Orig. to 6/18

RECEIVED
JUN 13 1986
OREGON DIVISION

BMW:mk

cc: L. Rulien
C. O. Fredrickson
E. L. Hardt
B. M. Walton

734-2023 (2-85)

May 12, 1986

CON 5
#10,124

Mr. Steven D. Rose
Law Offices
1700 One Union Square
Seattle, WA 98101

This is in response to your April 18, 1986, letter requesting that funds be frozen on Contract No. 10,124 with Ajax Electric.

It is necessary that the enclosed Assignment of Claim form be completed and signed by the surety and the contractor.

If you have any further questions, please contact our Legal Counsel, Jack Sollis, at 378-4259.

Robert W. Gormsen
COMMISSION SERVICES

Attachment

bc Jack Sollis
fkn

10124 $22,000

Paid retain #4 in March

239,000 Total
55,000 Paid. To Date.

LAW OFFICES OF

WECKWORTH, BARER & MEYER

1700 One Union Square
Seattle, Washington 98101

(206) 624-6795

April 18, 1986

REGIS
RETUR

Robert Gormson
Room 121, Transportation Building
Salem, Oregon 97310

Re: Contract #10124 - Ajax Electric

Dear Mr. Gormson:

This letter will confirm our telephone conversation of April 17, 1986. During our conversation I identified myself as an attorney and authorized representative of Central National Insurance Company, the insurance company which issued the payment and performance bond on the job above-captioned. I specifically requested that you freeze all funds associated with this project as there is at least one Notice of Claim filed in an amount in excess of $11,000.00. You refused to freeze the funds claiming that it is your department's policy to not interfere with contractors and subcontractors.

I must reiterate my request that the funds associated with the above-captioned project be immediately frozen. Your failure to freeze these funds may severely prejudice the position of the insurance company. In the event that funds are paid out and the insurance company is forced to make payments pursuant to its bond, the insurance company will look to the State of Oregon Highway Department for full reparation.

Sincerely,

WECKWORTH, BARER & MEYE

Stephen D. Rose
cc: Norman Evidon - I
Michael Smith
Dennis Gilbert, Nc

5-7-86 Bob - Since this insurance company is the surety on the contract, shouldn't they have been sent an assignment of claim form if they wanted to hold the funds OR did your call to him of 4-22-86 take care of his request.

Fran

4.22-86 - Phoned him the
gave him disbursals fro
Total contract $259.00
disbursed to Date 155.00
appropriate Balance $104.0

LAW OFFICES OF

WECKWORTH, BARER & MEYER

1700 One Union Square
Seattle, Washington 98101

(206) 624-6795

ARNOLD J. BARER
CHARLES L. MEYER
STEPHEN D. ROSE
W. F. WECKWORTH

of counsel
ROBERT W. CALLIES

April 18, 1986

REGISTERED MAIL
RETURN RECEIPT REQUESTED

Robert Gormson
Room 121, Transportation Building
Salem, Oregon 97310

Re: Contract #10124 - Ajax Electric

Dear Mr. Gormson:

This letter will confirm our telephone conversation of April 17, 1986. During our conversation I identified myself as an attorney and authorized representative of Central National Insurance Company, the insurance company which issued the payment and performance bond on the job above-captioned. I specifically requested that you freeze all funds associated with this project as there is at least one Notice of Claim filed in an amount in excess of $11,000.00. You refused to freeze the funds claiming that it is your department's policy to not interfere with contractors and subcontractors.

I must reiterate my request that the funds associated with the above-captioned project be immediately frozen. Your failure to freeze these funds may severely prejudice the position of the insurance company. In the event that funds are paid out and the insurance company is forced to make payments pursuant to its bond, the insurance company will look to the State of Oregon Highway Department for full reparation.

Sincerely,

WECKWORTH, BARER & MEYER

Stephen D. Rose
cc: Norman Evidon - Bond QAP 655-00-54
Michael Smith
Dennis Gilbert, Northwest Bonding

4.22-86 - Phoned him Thursday.
gave him disbursals from here
Total contract $259.000
disbursed to Date 155 000
appropriate balance $104,000

RECEIVED
APR 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

WE. .Y REPORT FOR CONSTRUCTION F JECTS

WEEK ENDING: 4-19-86

PROJECT NAME (SECTION): 5 New Traffic Signals (Portland CBD)

CONTRACT NO: 10124

HIGHWAY: Various City Streets

COUNTY: Multnomah

F A PROJECT NO: IXG-00C(36)

CONTRACTOR: Ajax Electric Company

KIND OF WORK: Traffic Signal Installation

DATE OF AWARD: September 12, 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 287,344.55

ESTIMATED PROJECT COST $ 269,507.00

ESTIMATED PERCENT OVERRUN/UNDERRUN 6.2%

ENGINEERING

AUTHORIZATION $ 22,785.03

COST THIS WEEK $ 700.00

TOTAL TO DATE $ 12,400.00

PERCENT OF AUTHORIZATION 54.4 %

FIRST NOTIFICATION DATE: October 22, 1985

ESTIMATED DATE OF COMPLETION, OR: April 21, 1986

SECOND NOTIFICATION DATE AND: April 18, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE:

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
Calendar Day		220	219	99.5%	yes

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 1 WORKERS: 2

PERCENT CONTRACT WORK COMPLETED: 100.0 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES						
EST. CORRECTED QUANTITIES						
EST. PERFORMED TO DATE						
PERCENT PERFORMED TO DATE				100.0%		

ACTIVITIES THIS WEEK:

Paint poles and grout bases.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Correct 3 luminaire circuits.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): Jack L. Mayo

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

October 1, 1985

CON 5 - 10,124

Ajax Electric Company
5940 N. E. 45th
Portland, OR 97218

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

Contract No. 10,124 for Five New Traffic Signals (Portland CBD) on various city streets in Multnomah County.

A copy of this contract is also being sent to the surety on your performance and payment bond.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Northwest Bonding Company
Attn: Dennis V. Gilbert
P. O. Box 1448
Beaverton, OR 97005

Central National Insurance
Company of Omaha
105 South 17th Street
Omaha, NB 68102

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Mike Smith, Liaison
L. E. George

Jack Mason
City of Portland
1120 S. W. Fifth Ave.
Portland, OR 97204

AJAX
ELECTRIC COMPANY
CONTRACTING AND ENGINEERING
5940 N.E. 45TH AVENUE
PORTLAND, OREGON 97218
(503) 288-5933

September 12, 1985

Department of Transportation - Robert W. Gormsen
Transportation Building Commission Services
Salem, Oregon 97310

Regarding: Contract 10,124.

Enclosed please find TWO completed contracts and bonds.

Enlcosed please find TWO Certificates of Workers Compensation.

We have not received the Certificate of Insurance for the other insurance coverages necessary yet. I will forward it as soon as we receive it.

Thank You.

Bonnie Skokan
Bonnie Skokan

cc: 85-33

RECEIVED
SEP 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AJAX ELECTRIC COMPANY
CONTRACTING AND ENGINEERING
5940 N.E. 45TH AVENUE
PORTLAND, OREGON 97218
(503) 288-5933

August 26, 1985

Dept. of Transportation
121 Transportation Bldg.
Salem, OR 97310

Attn: Robert W. Gormsen, Manager
Commission Services

Project: Five New Traffic Signals
(Portland C.B.D.)

Dear Mr. Gormsen,

As the apparent low bidder and prime contractor for the aforementioned contract, I am sub-contracting the following items to: WOMEN BUSINESS ENTERPRISES.

BID ITEMS	TYPE OF WORK	FIRM	AMOUNT	USABLE AMOUNT
#2	Temporary Signs	Gaynet Co., Inc. 10416 N.E. Marx Av. Portland, OR 97220	$1000.00	$200.00
#3	Flaggers	Northern Cascade Co. 10507 N.E. 285th St. Battleground, WA 98604	$3750.00	$3750.00
			TOTAL W.B.E. CONTRIBUTION	$3950.00

Since total contract amount for this project is $239,967.00, the W.B.E. contribution to this project equals 1.6%.

Sincerely,
AJAX ELECTRICAL CO., INC.

Michael H.A. Walker

Michael H.A. Walker
Project Manager

MHAW/bp

RECEIVED
AUG 27 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

James

FRED. S. JAMES & CO. OF OREGON 111 Southwest Columbia Portland, Oregon 97201 503 248-6400 Telex 360128

September 25, 1985

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

NOTED
JACK L SOLLIS

RE: File No. CON 5 - 10,124
Ajax Electric Company

Dear Mr. Gormsen:

Enclosed is the superseding certificate which further describes the project being certified.

The amendments you requested on the cancellation clause cannot be done. The insurance company will not allow changes of this nature.

Please do not hesitate to contact me if you have any questions or if we may be of further assistance.

Sincerely,

J. Ruth Lofton
Assistant to Dave O'Donnell

JRL:ms
Enclosure

cc: Ajax Electric Company
5940 N.E. 45th.
Portland, OR 97218

RECEIVED
SEP 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1. FEDERAL-AID PROJECT NO.: IXG-MG-000C(36)

LETTER OF APPROVAL AND/OR AUTHORIZATION

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40198

2A. COUNTY NAME: Multnomah

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
September 9, 1985	FAU 9376 & 9323	City Streets

10. GENERAL LOCATION:

5 New Traffic Signals (Portland CBD) Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested by Mr. Potter's letter of 9-9-85 the program change is approved as follows:

1.) Appn Code --- Add W37
2.) Project No. Change to read --- IXG-MG-000C(36)
3.) Class of Federal Funds add --- & Urban System

RECEIVED
STATE HWY ENGR
SEP 13 '85
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/12/85	G. K. Hoovers	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 9, 1985

In Reply Refer to
File No.:

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Project No. IXG-000C(36)
5 New Traffic Signals (Portland CBD) Section
City Streets
Multnomah County

I request your approval of a program change to joint finance the subject project utilizing Urban System funds (Appn Code W37) in the amount of $11,548.47 which are subject to lapse on September 30, 1985.

This change will require the following revisions in project data:

1) Appn Code --- Add W37
2) Project No Change to read --- IXG-MG-000C(36)
3) Class of Federal funds add --- & Urban System

Revisions in financing are as indicated on the enclosed project agreement estimate and project agreement (PR-2) forms.

CPL:pf
Enclosure

cc: Ted Spence
E. L. Hardt
G. Zehner
J. Peterson
General Files

Form 734-3122

10,124

August 28, 1985 PRO

Richard O. Schmidt
Highway Coordinator
Bureau of Street &
Structural Engineering
Room 802, 1120 S.W. Fifth Ave.
Portland, OR 97204-1971

Subject: Traffic Signals at 5 Locations-CBD
Project #IXG-000C(36)

On August 22, 1985 the Highway Division received a satisfactory bid from Ajax Electric Company, Portland, Oregon 97218 for the subject project.

The estimated construction cost based on their bid is as follows:

Contractor's Bid		$ 239,967.00
Anticipated Additional Items:		
Permanent Striping	$ 7,500	
Signal Controller Testing (State)	2,500	
EEO Monitoring	1,100	
Interconnect Testing (City)	1,500	
Signal Inspection & Turn-On (City)	600	13,200.00
SUBTOTAL		$ 253,167.00
Contingencies (4 1/2%)		11,392.52
Engineering (9%)		22,785.03
TOTAL EST. CONST. COST		$ 287,344.55

This project is financed with federal funds at 100 percent with no local match required from City. The contract was awarded on August 29, 1985.

Very truly yours,

Gary A. Potter, Manager
Program Section

GEZ:bkb
Attachments
bc: Wayne Schulte, Metro Region
V.E. Skoog

10,124

STATE OF OREGON

34-3
726-1962
INTEROFFICE MEMO

TO: GARY ZEHNER
Project Section

DATE: August 21, 1985

FROM: WAYNE SCHULTE
Federal Aid Specialist

SUBJECT: FAU Funding Lapse

As you had earlier requested, I have obtained the attached letter from Richard Schmidt, City of Portland, regarding FAU funding.

The City of Portland would like to apply the approximately $75,000 FAU funds due to lapse September 30, 1985, to the Traffic Signals at Five Locations (CBD) project. The federal aid number is IXG-000C and the FAU money should be applied to the project as "G" funds since the project involves traffic signals.

Please advise as to the exact amount obligated so I can notify the City.

po

Attachment

cc: F. A. Unit

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
AUG 22 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1307

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Margaret D. Strachan, Commissioner
Transportation Engineering
1120 S.W. Fifth Avenue
Room 802
Portland, Oregon 97204-1971
(503) 796-7004

August 19, 1985

Mr. Wayne Schulte
ODOT
9002 S.E. McLoughlin Blvd.
Portland, OR 97222

Re: FAU Fund Lapse

Dear Wayne:

I understand that approximately $75,000 in FAU funds allocated to the City will lapse if not expended this federal fiscal year.

Please obligate this full amount of the lapse to our project titled: Five New CBD Signals, MSD Planning #84003. Please advise us as to the exact amount of FAU funds applied so that we may reduce our e(4) authorization at MSD accordingly. Thank you.

Sincerely,

R. O. Schmidt

R. O. Schmidt
Highway Coordinator

ROS:cr

cc: Bill Kloos
Andy Cotugno

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IXS-000C(36)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40198

2A. COUNTY NAME
Multnomah

6. TO
Mr. E. S. Hunter
Acting State Highway Engineer
State of Oregon
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
July 31, 1985

8. FEDERAL ROUTE NUMBER
FAU 9376 & 9323

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
5 New Traffic Signals (Portland CBD) Section

11. GENERAL DESCRIPTION OF WORK
Traffic Signal Installations

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)*

Anticipated items as shown in your "PS&E" Estimate dated 7-16-85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 7-29-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of 263,552 Federal Funds.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing striping, to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

Orig. w/ att. 8/8

RECEIVED
STATE HWY ENGR
AUG - 8 '85
REFER TO
POHer
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE 8/6/85

15. SIGNATURE OF APPROVING OFFICIAL E. K. Hunter

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,124

7-10-85

Section 5 New Traffic Signals (Portland CBD) Programming Estimate $ 200,000

Highway Various City Sts. Project Length —

County MULTNOMAH Completion Time 220 CD

Kind of Work Traffic Signals Est. Comp. Date April 14, '86

Prefix C726-1962 Letting Date Aug. 22, '85 Project No. IXG-000C (~~26~~) 30

Received 9:06 am 7-10-85 clw

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 219,005.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	7,500	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing (State)	2,500	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
EEO/Labor Compliance Monitoring (0.5% of Contract Amt.)	1,100	
Interconnect Test (City)	1,500	
Signal Inspection Turn-on (City)	600	
_____		
_____		
Adjust Utilities:		
_____		
_____		
	Subtotal	$ 13,200.00

Subtotal $ 232,205.00

Contingencies (4-1/2%) 10,449.23

Engineering (8, (9), 10%) 20,898.45

~~Subtotal~~ $

Credit for _____ . . . . /

Estimated Net Authorization, Construction . . . . $ 263,552.68

APPROVED cc: Wayne Schulte

P&CE by City

Rec'd. 7-10-85 E

Road Design Engineer

Rev. 11/81

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	REFERENCE NAME/PHONE	COUNTY	SHEET
5 New Traffic Signals (Portland CBD)	Jack Mason 796-5182	MULT.	1 OF 1

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Traffic Signals		~		Bricher

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1	Temporary Protection and Direction of Traffic		All	All	~	2,500⁻
2	Temporary Signs		Sq. Ft.	355	6⁻	2,130⁻
3	Flaggers		Hour	250	17⁵⁰	4,375⁻
	TRAFFIC SIGNALS					
4	Traffic Signal Installation, Complete		All	All	~	210,000⁻

10,124

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: July 9, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40198
Project No. IXG-000C(36)
5 New Traffic Signals (Portland CBD) Sec.
City Streets
Multnomah County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on August 22, 1985.

GAP:DRH:jc

Attachments

cc: E. L. Hardt (Metro)
Wayne Schulte (Metro)
Gary Zehner w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

July 9, 1985

CARD 2 — REPORT NUMBER | PROJECT LOCATION (65 typewriter spaces): City Sts., Portland CBD | ADT | PRESENT: N/A | FUTURE: --- | YEAR: --- | REGION: 10 | STATE NAME: Oregon | STATE CODE: 41 | APPN CODE: 178 | ITEM NO.: 40198

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Traffic Signals | NATL. FOREST | FA ROUTE NO. | SUPV. AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR. | PROJECT NUMBER: PREFIX LETTER(S): IXG- | NUMBER: 000C(36) | SEQ. NO. | I. Projects Only: POST NO. | DESIG.

CARD 4 — CLASS OF FEDERAL FUNDS: Interstate Transfer | COUNTY NAME: Multnomah | CODE: 051 | NAME OF URBAN AREA: Portland | ROUTE NO.: U | FEDERAL-AID: See back | STATE: City Street | U.S.: --- | PROGRAM STAGE: ___ 1 OR ___ 2

PRD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (100%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
1													
5					PE								
5					ROW								
5					CONST (CODE) TOPICS Y031	(12)	"5 New Traffic Signals (Portland CBD) Sec.	0.00	240,000	240,000			
							PROJECT TOTALS	0.00	240,000	240,000			

LRD	CODE
1	14

PREPARED BY: DRH

PROGRAM APPROVAL DATES: 10-1-83; 10-1-84

REMARKS: Additional Data: Item No. 40198; Project No. IXG-000C(30).

Key #02363

-over-

USCOMM DUECOMM-DC 40000-P61

5 New Traffic Signals (Portland CBD) Section

Traffic signal locations:	FAU Rt.	
1) S.W. 6th Ave. at Harrison St.	9376	UC
2) S.W. 5th Ave. at Harrison St.	9376	UC
3) S.W. 13th Ave. at Washington St.	9323	DC
4) S.W. 12th Ave. at Washington St.	9323	DC
5) S.W. 12th Ave. at Stark St.	9323	DC

Remarks continued:

Project Data: Work under this project consists of installing five new traffic signals at locations listed above, adjust utilities as required and incidentals common to this type of project.

Maintenance and Accommodations of Utilities: A State-City Agreement No. 8123 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed June 29, 1984.

Note: 1) This project is in Congressional District No. 1.

2) Included in MSD FY '85 AE/TIP on Pg. 53 index 113.

10,124

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

7-8-85

Highway # 726

County Multnomah

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX6-000C(30) Prefix 726-1962

Project Name 5 New Traffic Signals (Portland CBD)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

[X] 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

[ ] 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

[ ] a. There has been no displacement of persons from residences, farms or businesses.

OR

[ ] b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

[ ] 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at PORTLAND, Oregon, this 8th day of July, 1985

City of Portland

City Traffic Engineer

Certified By:

Regional Right-of-Way Supervisor

Date 8/6/85

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/81

Rec'd 8-12-85

CITY OF PORTLAND

PROJECT DESCRIPTION

5 New Traffic Signals (Portland CBD)
IXG-000C(30) 7261962

New traffic signals will be installed at 5 intersections in the Portland CBD:

S.W. Harrison & 5th
S.W. Harrison & 6th
S.W. Stark & 12th
S.W. Washington & 12th
S.W. Washington & 13th

All work will be done within existing right-of-way.

July 10, 1984

City of Portland
1220 SW 5th Avenue
Portland, OR 97204

AGR 4

Attention: Jewel Lansing
Auditor

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your files are two fully executed copies of each of the following agreements:

Replacement of existing signal equipment at 22 intersections.

Construction of the NE 13th and Gertz Connector.

Installation of traffic signal equipment at five intersections within the Central Business District.

We are retaining a fully executed copy of each of these agreements for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachments
bc: Gary Potter (agree. att.)

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

FILE: PRO

TO: H. S. Coulter
State Highway Engineer

DATE: April 2, 1984

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Proposed Interstate Transfer Project

The City of Portland is requesting approval of a project not included in the approved Six-Year Highway Improvement Program. The proposed project will provide traffic at the following five intersections: 1) S.W. 6th Avenue at Harrison Street; 2) S.W. 5th Avenue at Harrison Street; 3) S.W. 13th Avenue at Washington Street; 4) S.W. 12th Avenue at Washington Street, and 5) S.W. 12th Avenue at Stark Street. Traffic is presently controlled by stop signs at these intersections. These locations meet the signal warrants in the MVTCD. The City will perform the preliminary and construction engineering. The State will advertise and award contracts and monitor the engineering work. The project will be funded with interstate transfer funds at 100 percent with no cost to City or State. The location of the proposed signals is shown on the attached map. In summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	State Share	City Share
City of Portland	Traffic Signals at five locations - Portland CBD	$223,800	$223,800	-	-

Metro Region and this office investigated the proposed project confirming its validity and financing utilizing interstate transfer funds withdrawn from the Mt. Hood Freeway. I recommend your approval and request you authorize this project under delegated authority.

RECEIVED
STATE HWY ENGR
APR 2 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Approved By:

State Highway Engineer

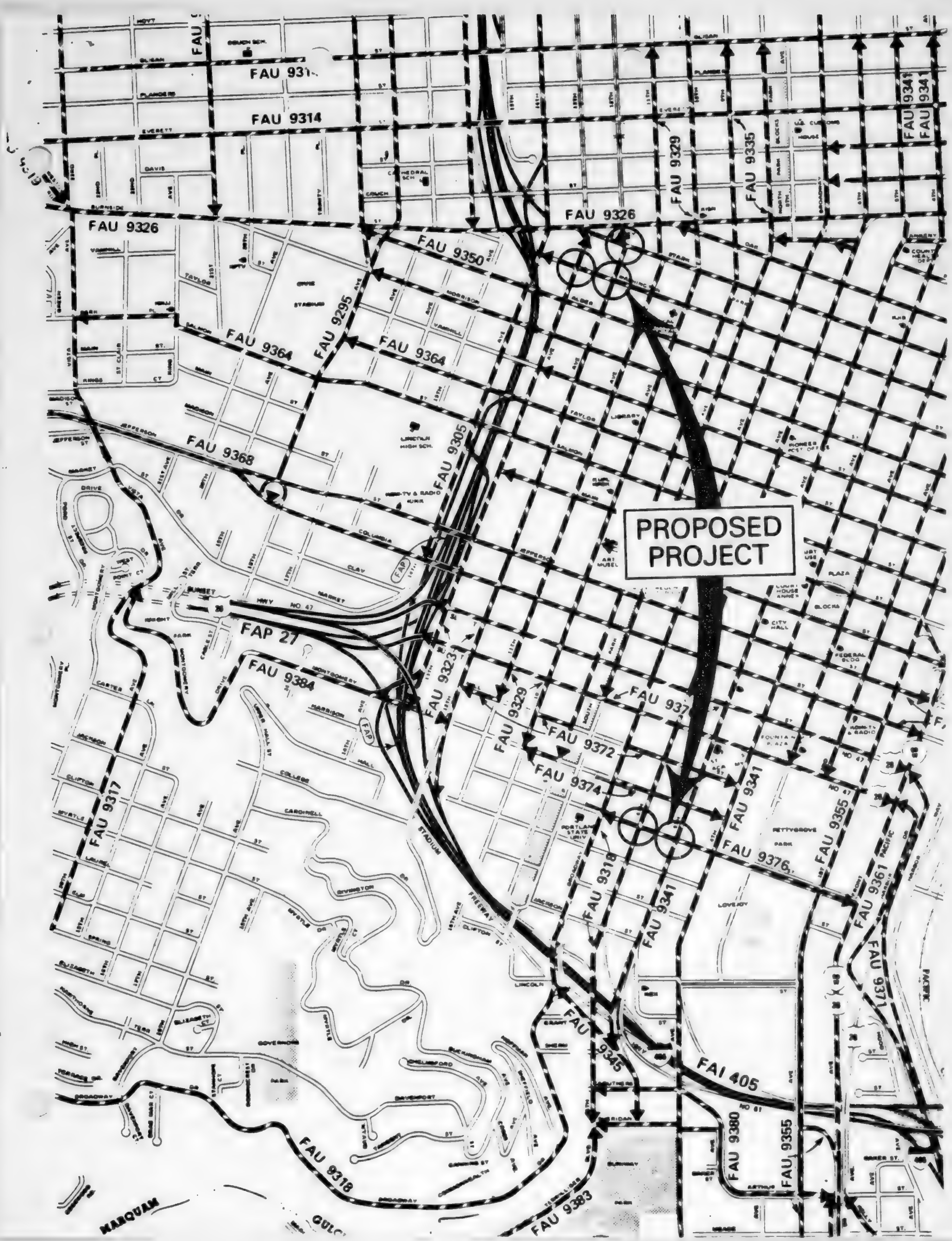
Date: 4-3-84

GEZ:lks

Attachment

orig Governor
cc Potter
acctg.
files
4-4-84

81-125-1307


PROPOSED PROJECT
FAU 9326
FAU 9314
FAU 9350
FAU 9295
FAU 9364
FAU 9368
FAU 9305
FAU 9329
FAU 9335
FAU 9341
FAU 9323
FAU 9372
FAU 9374
FAU 9376
FAU 9318
FAU 9361
FAU 9371
FAU 9345
FAI 405
FAU 9355
FAU 9380
FAU 9383
FAU 9384
FAU 9317
FAP 27
MARQUAM

DATE: July 5, 1984

PRO-CON 21

TO: Governor Victor Atiyeh
Office of the Governor

FROM: Fred D. Miller
Director

SUBJECT: Interstate Transfer Funded Projects

Your letter of January 15, 1982, requested I keep you informed as to the projects considered to use withdrawn Interstate funds. The projects in the Portland urbanized area submitted during the months of April 1984 through June 1984 are:

(1) Northwest Portland TSM Project
(2) North Marine Drive (Portland) Section
(3) Portland Freeway Highway (I-205)-NE 181st (Portland) Section
(4) Allen Boulevard-Greenway (Beaverton) Section
(5) Traffic Signals at Five Locations IXG-0000(30)
(6) Signal Modification (Left Turn) at Three Locations
(7) Northwest Portland Circulation Improvement
(8) Murray Boulevard-Jefferson/Columbia Section
(9) McKillican Street-Hood Street Section
(10) NE 13th and Gertz, Industrial Access
(11) Banfield Light Rail Transitway (Downtown) Section
(12) Warner Milne Road-Oregon City Bypass Section

There were no projects submitted for the Salem urbanized area during this period.

The criteria used to select these projects are based on the Region's transportation planning process which embodies a continuing cooperative approach. The projects are included in the Region's Transportation Improvement Program.

bc H. S. Coulter
R. N. Bothman
Gary A. Potter
J. L. Gaither
E. L. Hardt
D. O. Christensen

JLG bkb fn

10,124

Ira 7-6-1
P&I d.

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	2. STATE PROJECT NO.
IXG-000C(30)	See Below

3. FROM	4. PROGRAM NO.	5. ITEM NO.	2A. COUNTY NAME
Dale E. Wilken, Division Administrator FHWA - Oregon Division 5-2-84		40198	Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
5/2/84	Various FAU routes	City Streets

10. GENERAL LOCATION:

Traffic signals at 5 locations (Portland CBD) Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [XX] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $18,800
- [ ] ACQUISITION OF RIGHT-OF-WAY FF $18,800
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 4/20/84.

RECEIVED
STATE HWY ENGR
MAY 7 '84
REFER TO
Potter
FOR

Info	Instrs	R/D	D/R	Sign	Act	File

Orig. to 5/8

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/2/84	D. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,124

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
4-20-84 REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.U	ROUTE NO. STATE
City of Portland CBD "Traffic Signals @ 5 Loc. (Portland CBD) Section"	580	40198	IXG-000C(30)	Various	Streets

Access Control N/A Parking Restrictions N/A System Revision None

Airports (within 2 Mi.) None ROW N/A

Water Development None Recreation & Historical Areas None

County Multnomah Code 051 Imp. Code 12 (Mt. Hood Transfer)

A-95 Review:

State Cl. Ho..... Exempt X Date Approved _____

Dist. 2 Cl. Ho. ..... Exempt ___ Date Approved in MSD TIP No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 1.

(2) Included in MSD FY '84 AE/TIP on page 27 as #7 and concept prog. page 18, #7.

(3) TOPICS type project.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X	All Phases		
___	All Phases thru Final Envir. Document		
___	Incl. Archeological Salvage		
X	" Util. Preparatory Work		
___	" R.R. Preparatory Work		

Est. Proj. Cost:

	TEC NTE	$ 18,800
100%	FF	$ 18,800
	STATE	$
	____	$

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS: 1) Attached is Part 1, 2 & 4 of Project Prospectus, signal warrants, and project map.
2) Concept approved in April 18, 1984 letter to you from Director of ODOT.

JLG:pf

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
4/20/84	Gary A. Potter	Manager, Program Section

XC: GARY ZEHNER

5 New Traffic Signals - CBD

1)	S.W. 6th Ave. at Harrison St.	FAU 9376
2)	S.W. 5th Ave. at Harrison St.	FAU 9376
3)	S.W. 13th Ave. at Washington St.	FAU 9323
4)	S.W. 12th Ave. at Washington St.	FAU 9323
5)	S.W. 12th Ave. at Stark St.	FAU 9323

CON 21-2

DATE: April 18, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Fred D. Miller
Director

SUBJECT: Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to the Director of the Oregon Department of Transportation on January 15, 1982, by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for six highway projects in the Portland urbanized area. Funds for these projects are available from the withdrawal of the Mt. Hood Freeway (Interstate 80N) and the Industrial Freeway (Interstate 505) from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that these projects are regional priorities and have been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

1. North Marine Drive (Portland) Section
   Swift Highway (FAU 9962)
   Multnomah County

2. Portland Freeway Highway (Interstate 205)-
   N.E. 181st (Portland) Section
   N.E. Airport Way (FAU 9940)
   Multnomah County

3. Allen Boulevard-Greenway (Beaverton) Section
   Hall Boulevard (FAU 9091)
   Washington County

4. Traffic Signals at Five Locations
   City of Portland
   Multnomah County

5. Signal Modification (Left Turn) at Three Locations
   City of Portland
   Multnomah County

6. N.W. Portland Circulation Improvement
   City of Portland
   Multnomah County

I have directed the Program Section of the Highway Division to process these projects with your office to obligate the Federal Interstate Transfer Funds as they are authorized by the Metropolitan Service District.

cc: Metropolitan Service District

bc: H. S. Coulter
Gary A. Potter
E. L. Hardt

JLG:lks kkr

10,124 1-29-84 Plan #84-3

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02363

SECTION: 5 New Traffic Signals — ~~CBD~~ (Portland CTB)

REGION: Metro-Region

E HIGHWAY #	HIGHWAY NAME	MILE POST FROM	TO	LENGTH
	* (see attached list)			

☒ URBAN ☐ RURAL

CITY	COUNTY	ROAD/STREET NAME
Portland	Multnomah	Various Streets

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
		City of Portland

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$	GRADING (✓)			FILES (#)	
RIGHT OF WAY		$ 0	PAVING (✓)			ACRES (#)	
ROADWAY	$		STRUCTURES (✓)			RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)			WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ 175.0		SIGNALS (✓)		X	PRELIMINARY ENGINEERING (S,C,A)	A
ILLUMINATION	$		ILLUMINATION (✓)			CONSTRUCTION ENGINEERING (S,C,A)	A
TEMPORARY PROTECTION	$ 7.5					RIGHT OF WAY DESCRIPTIONS (S,C,A)	None
	$		ENVIRONMENTAL CLASS (1,2,3)			RIGHT OF WAY ACQUISITIONS (S,C,A)	None
~~12%~~ 10% ENGINEERING CONTINGENCIES	$ 21.9		DESIGN CATEGORY (1-7)			CONSTRUCTION BY	
TOTAL CONSTRUCTION	$ 204.4		WORK TYPE (1-12)			☐ CONTRACT ☐ OTHER ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	
TOTAL ESTIMATE	$						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	FAU	

RECOMMENDED PROGRAM REVISIONS

	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL				$
☐ POSTPONE ☐ CANCEL				$

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	Varies	Varies
STRUCTURES (#)	No	No
SIGNALS (#)	No	Yes
BIKE PATH (Y/N)	No	No
AVERAGE DAILY TRAFFIC	Varies	Varies
YEAR OF AVERAGE DAILY TRAFFIC	Varies	Varies

DEFINE THE PROBLEM

Five (5) intersections where existing traffic control (stop signs) are either not providing adequate safety for motorists and pedestrians, are not providing adequate connections for transit routing and/or progression, and thereby congestion and pollution is adversely affected.

PROPOSED SOLUTION

Install 5 new traffic signals. The signals would be designed in FY83/84, and constructed in FY84/85.

APPROVED, REGION ENGINEER	DATE
X Elmore O. Hurst	1-29-84
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY IO #

SECTION

5 New Traffic Signals - CBD

REGION

Metro-Region

PROJECT JUSTIFICATION

For FY83/84, 5 intersections meeting signalization warrants have been included in the City's capital plan. These 5 locations meet the warrant in the MUTCD, under Systems Warrant. The attached map shows the existing signal system in the CBD. The two signals on S.W. Harrison street will provide a through link on S.W. Harrison, between Front Avenue and Broadway Avenue. S.W. Harrison is a traffic access street and provides a connection for Tri-Met buses northbound on the transit mall. As can be seen on the CBD Signal System map, the three intersections at S.W. 12th at Washington and Stark and S.W. 13th at Washington, are the last unsignalized intersections in the CBD between S.W. 14th Avenue and S.W. Front Avenue, and West Burnside to Market Street. These 5 signals should maximize benefits for both traffic progression and public safety.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY NO #

SECTION: 5 New Traffic Signals — CBD

REGION: Metro-Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	A	OLD (#) 0	NEW (#) 5
						UTILITIES	N	(LIST BELOW)	

COMPANIES: NONE

RIGHT-OF-WAY N.A.

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS

TYPICAL SECTION N.A.

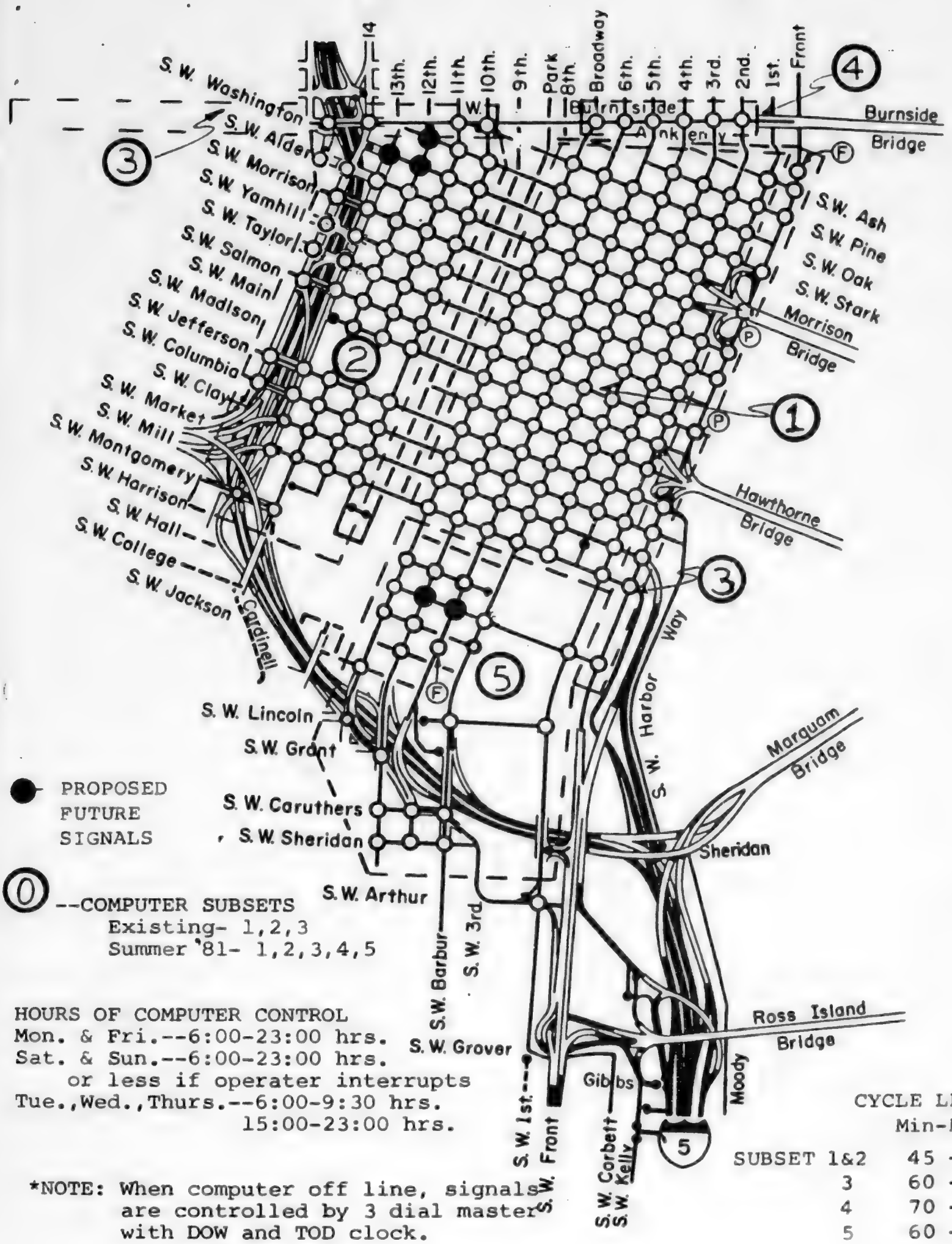
BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
								x								
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			



INSET "A"

"CBD" SIGNAL SYSTEM

CITY OF PORTLAND, OREGON

SIGNAL WARRANT INTERSECTIONS

7-18-83

	RATE	MAIN STREET	CROSS STREET	MAIN VOL.	CROSS VOL.	1979 ACC.	1980 ACC.	1981 ACC.	1982 ACC.	AVE. ACC.	CORR ACC.	LANES MAIN	LANES CROSS	SCHL XING	PROG RATE
NO. 1	5	SW 6TH AVE.	HARRSION ST.	791	112	1	6	3	4	4	0	3	1	NO	GOOD
NO. 2	5	SW 5TH AVE.	HARRISON ST.	416	334	3	3	10	9	6	5	3	1	NO	GOOD
NO. 3	5	SW 13TH AVE.	WASHINGTON ST.	394	245	0	1	1	3	1	1	3	2	NO	GOOD
NO. 4	5	SW WASHINGTON ST.	12TH AVE.	378	347	4	5	7	0	4	0	2	3	NO	GOOD
NO. 5	5	SW 12TH AVE.	STARK ST.	371	238	1	0	4	1	2	0	3	2	NO	GOOD

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY NO.

SECTION: 5 New Traffic Signals — CBD

REGION: Metro-Region

SURVEY AUTHORITY — AUTHORIZATION NO. — PREFIX — DATE: August 1983

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$ 0	$	915	AUDITS	$	$	933	SURFACE DESIGN	$	$
902	CITIZEN'S INVOLVEMENT			916	PHOTO-GRAMMETRY			934	GEOLOGY		
903	LOCAL GOVERNMENT	12,900	12,900	918	LOCATION		100	935	SOILS		
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC	1500	1500
905	FINAL DESIGN		500	920	PROGRAM MANAGEMENT		100	937	HYDRAULICS		
906	BRIDGE DESIGN		500	921	SPECIFICATIONS		3000	938	REGION ENVIRONMENT		
907	PRELIMINARY DESIGN			922	ADMIN. SERVICES		100	949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION			923	ENVIRONMENTAL SECTION		100	950	TRAINING		
910	REGION GEOLOGIST			924	D.O.T.			955	R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION			925	AIR MONITORING			960	PERSONAL LEAVE		
912	LANDSCAPE			926	FOUNDATION	0		980	PUBLIC HEARING		
913	RIGHT-OF-WAY LIAISON	0		927	FREE BRIDGE DESIGN						
914	REGION UTILITY LIAISON	0		932	RAILROAD & UTILITIES						
									TOTALS	$19,400	$18,800
									PREVIOUS AUTHORIZATION		$
									ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

2-4-84

PREPARED BY: Curtis H. Dugal	DATE: 1-13-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X	DATE
RECOMMENDED, REGION ENGINEER: X Edward Thrudt	DATE: 1-29-84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X	DATE
RECOMMENDED, LOCATION ENGINEER: X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

TM-1014 (7-82)

PROPOSED PROJECT
FAU 9314
FAU 9314
FAU 9326
FAU 9326
FAU 9350
FAU 9295
FAU 9364
FAU 9364
FAU 9368
FAU 9305
FAU 9329
FAU 9335
FAU 9341
FAU 9341
FAU 9319
FAP 27
FAU 9384
FAU 9323
FAU 9329
FAU 9372
FAU 9374
FAU 9317
FAU 9318
FAU 9341
FAU 9376
FAU 9355
FAU 9361
FAU 9371
FAU 9345
FAI 405
FAU 9380
FAU 9355
FAU 9318
FAU 9383

10,124

84-3

STATE OF OREGON

INTEROFFICE MEMO

TO: GARY POTTER, Manager
Program Section

DATE: January 25, 1984

FROM: THEODORE A. SPENCE
Plan and Program Section

SUBJECT: Five New Signals - CBD
City of Portland

Here is our programming packet for installation of five new traffic signals in the city of Portland's Central Business District. The City is currently requesting MSD approval and expects that the projects will be included in the TIP by March 1984. FAIX funding authority is available for this project and will be assigned to cover 100 percent of the project costs.

The Metro Environmental Unit has identified this project as a State-wide Categorical Exclusion. There is no waterway involvement.

We have made estimates for the Region functions on the enclosed Survey Authority. The Location Section should add estimates for the Salem offices.

Please request FHWA approval and obligation of funds for preliminary engineering at this time.

TAS:KLB:po

Concept Prog. in #7 (New Projects) pg. 18
Mt. Hood Funds

cc: Frank Terpin
Jim McClure
Curt Duval
Tom Schwab
Jef Kaiser
Karen Bunk

Attachment

NOTED
BOB DORAN

cc: FED AID
LOC
PCS
ENV

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
JAN 31 1984
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO Original to Bob Doran
FOR _____

81-125-1387

10,124

CITY OF

PORTLAND, OREGON

DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

January 4, 1984

METRO BRANCH
PROGRAM MANAGEMENT UNIT

JAN 6 REC'D

Jon Rose
Federal-Aid Coordinator
ODOT-Metro
9002 SE McLoughlin Boulevard
Milwaukie, Oregon 97222

Dear Jon,

Enclosed please find the project request documentation for three new traffic signal projects. The documentation includes the old Federal-Aid Project Request forms as well as the newer ODOT Project Prospectus forms.

I am concurrently requesting project approval through the Metropolitan Service District. I do not anticipate any problems with these projects. The three projects should be included in the Region's TIP by March 1984. FAIX funding authority is available for these projects and will be assigned to cover 100% of the project costs.

It is our intention to have FY '84 obligational authority assigned to the PE Phase of each project.

We anticipate FY '85 obligations for construction of each project.

If you have any questions or concerns, please do not hesitate to contact me at 796-7170.

Sincerely,

Jerry

Jerry Markesino
Transportation Program Manager

JM:jw

Enclosures: 3 Project Requests

- 3 Sig'l Modifications - N. Portland
- Sig'l replacements - 22 locations
- 5 Signals CED

1-6-84

Karen

Please have a complete packet prepared.

Jon

10,124

FEDERAL AID PROJECT REQUEST

Date December 1983

Applicant Agency City of Portland

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. See below Route Name See below

Project Name 5 new traffic signals - CBD

Project Length N.A.

Project Location (Attach sketch map)

Project Description

Install 5 new traffic signals:

1) S.W. 6th at Harrison FAU 9376
2) S.W. 5th at Harrison FAU 9376
3) S.W. 13th at Washington FAU 9323
4) S.W. 12th at Washington FAU 9323
5) S.W. 12th at Stark FAU 9323

Average Daily Traffic Varies

Design Speed Varies

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 36-56ft. Travel Lanes 2-3 lanes Shoulders No

Medians No Parking Yes

Sidewalks At all locations

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks No changes proposed in existing roadway

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width Varies Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No ____

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks All work will be done in existing right-of-way

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

All locations operate with stop sign control

2. Proposed Signalization:

Location All 5 locations

Type Fixed time computer controlled
Phases Two
Type of Suspension Mast arm
Interconnected IBM 1800 computer control, communication cable
Remarks interconnected

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA N.A.

1. Existing Illumination and Location:

2. Proposed Illumination:

Location
Type
Remarks

V. STRUCTURE DATA N.A.

1. Existing Structure:

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired?_____

Are any utilities to be attached to structure?_____

Are provisions for illumination desired?_____

Are there any unusual or complicating conditions?_____

Remarks_____

VI. RAILROAD DATA N.A.

1. Are there any railroad crossings? Yes_____ No_____

   Name of Railroad_____
   Existing Crossing Protection_____

2. Will existing railroad crossing be altered?_____

   Remarks_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Bureau of Traffic Engineering Office — Jim Wilson
2. Environmental — Bureau of Traffic Engineering Office — Mike Bauer
3. Public Hearing — Bureau of Traffic Engineering Office

Remarks_____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State_____ Consultant_____

2. Project construction engineering to be performed by:

Applicant X State _____ Consultant _____

3. Will applicant perform any work prior to or after award of contract?
Yes X No _____
If "yes," describe briefly: Preliminary engineering, drafting, Specifications, construction inspected

4. Applicant's estimate of cost for requested project:

Signals	175,000
Roadway Work	$ _____
Right-of-way costs (if participating)	_____
Traffic control	7,500
Illumination	_____
Structures	_____
Railroad	_____
Other Const. Eng./Contingencies	21,900
Preliminary engineering	19,400
PROJECT TOTAL	$ 223,800

Remarks _____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Portland and/or _____ COUNTY

X By Richard O. Schmidt — By _____

By R.O. Schmidt — By _____

By _____

(1976)

CITY OF PORTLAND, OREGON

SIGNAL WARRANT INTERSECTIONS

7-18-83

	RATE	MAIN STREET	CROSS STREET	MAIN VOL.	CROSS VOL.	1979 ACC.	1980 ACC.	1981 ACC.	1982 ACC.	AVE. ACC.	CORR ACC.	LANES MAIN	LANES CROSS	SCHL XING	PROG RATE
NO. 1	5	SW 6TH AVE.	HARRSION ST.	791	112	1	6	3	4	4	0	3	1	NO	GOOD
NO. 2	5	SW 5TH AVE.	HARRISON ST.	416	334	3	3	10	9	6	5	3	1	NO	GOOD
NO. 3	5	SW 13TH AVE.	WASHINGTON ST.	394	245	0	1	1	3	1	1	3	2	NO	GOOD
NO. 4	5	SW WASHINGTON ST.	12TH AVE.	378	347	4	5	7	0	4	0	2	3	NO	GOOD
NO. 5	5	SW 12TH AVE.	STARK ST.	371	238	1	0	4	1	2	0	3	2	NO	GOOD

Plan #84-3

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02363

SECTION: 5 New Traffic Signals — ~~CBD~~ (Portland CTB)

REGION: Metro-Region

E HIGHWAY #	HIGHWAY NAME	MILE POST FROM	TO	LENGTH
	* (see attached list)			

☑ URBAN ☐ RURAL	CITY	COUNTY	ROAD/STREET NAME
	Portland	Multnomah	Various Streets

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
		City of Portland

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$
RIGHT OF WAY		$ 0
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$ 175.0	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 7.5	
	$	
~~12%~~ ENGINEERING & CONTINGENCIES	$ 21.9	
TOTAL CONSTRUCTION		$ 204.4
TOTAL ESTIMATE		$

PROJECT DATA

GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	X
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	
DESIGN CATEGORY	(1-7)	
WORK TYPE	(1-12)	

RIGHT OF WAY

FILES	(#)	
ACRES	(#)	
RELOCATIONS	(#)	

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	A
CONSTRUCTION ENGINEERING	(S,C,A)	A
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	None
RIGHT OF WAY ACQUISITIONS	(S,C,A)	None

CONSTRUCTION BY

☐ CONTRACT ☐ OTHER _____
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	FAU	

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	Varies	Varies
STRUCTURES (#)	No	No
SIGNALS (#)	No	Yes
BIKE PATH (Y/N)	No	No
AVERAGE DAILY TRAFFIC	Varies	Varies
YEAR OF AVERAGE DAILY TRAFFIC	Varies	Varies

DEFINE THE PROBLEM

Five (5) intersections where existing traffic control (stop signs) are either not providing adequate safety for motorists and pedestrians, are not providing adequate connections for transit routing and/or progression, and thereby congestion and pollution is adversely affected.

PROPOSED SOLUTION

Install 5 new traffic signals. The signals would be designed in FY83/84, and constructed in FY84/85.

	DATE
REQUESTED, REGION ENGINEER X Lloyd Hunt	1-29-84
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	

DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

5 New Traffic Signals — CBD

REGION

Metro-Region

PROJECT JUSTIFICATION

For FY83/84, 5 intersections meeting signalization warrants have been included in the City's capital plan. These 5 locations meet the warrant in the MUTCD, under Systems Warrant. The attached map shows the existing signal system in the CBD. The two signals on S.W. Harrison street will provide a through link on S.W. Harrison, between Front Avenue and Broadway Avenue. S.W. Harrison is a traffic access street and provides a connection for Tri-Met buses northbound on the transit mall. As can be seen on the CBD Signal System map, the three intersections at S.W. 12th at Washington and Stark and S.W. 13th at Washington, are the last unsignalized intersections in the CBD between S.W. 14th Avenue and S.W. Front Avenue, and West Burnside to Market Street. These 5 signals should maximize benefits for both traffic progression and public safety.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY IO #

SECTION: 5 New Traffic Signals — CBD

REGION: Metro-Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	A	OLD (#) 0	NEW (#) 5
						UTILITIES	N	(LIST BELOW)	

COMPANIES

NONE

RIGHT-OF-WAY N.A.

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS

TYPICAL SECTION N.A.

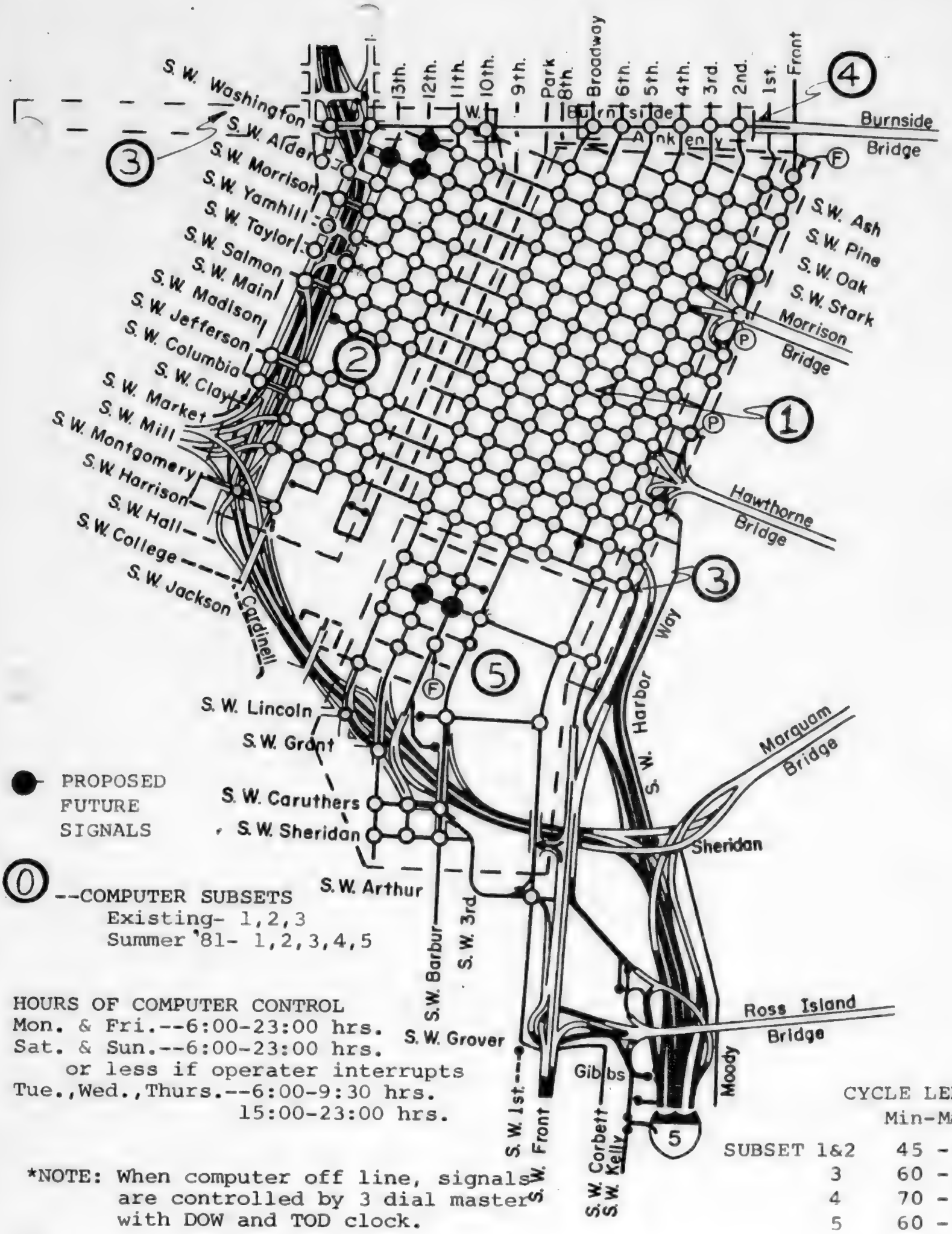
	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																	
									x								
PROPOSED																	

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			



● PROPOSED FUTURE SIGNALS

⓪ --COMPUTER SUBSETS
Existing- 1,2,3
Summer '81- 1,2,3,4,5

HOURS OF COMPUTER CONTROL
Mon. & Fri.--6:00-23:00 hrs.
Sat. & Sun.--6:00-23:00 hrs.
or less if operater interrupts
Tue.,Wed.,Thurs.--6:00-9:30 hrs.
15:00-23:00 hrs.

*NOTE: When computer off line, signals are controlled by 3 dial master with DOW and TOD clock.

CYCLE LENGTHS
Min-Max

SUBSET 1&2	45 - 64 sec.
3	60 - 90 sec.
4	70 - 90 sec.
5	60 - 70 sec.

INSET "A"

"CBD" SIGNAL SYSTEM

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY NO #

SECTION

5 New Traffic Signals – CBD

REGION

Metro-Region

ESTIMATED RIGHT-OF-WAY IMPACTS

NONE

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

NONE

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic patterns would remain the same. Signalization will afford better traffic flow and increase public safety.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

NONE

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

NONE

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

NONE IDENTIFIED

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
Michael W. Bauer X Mike Bauer/ Jim Wilson	796-5185	

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: 5 New Traffic Signals — CBD

REGION: Metro-Region

AUTHORIZATION NO. | PREFIX | DATE: August 1983

SURVEY AUTHORITY

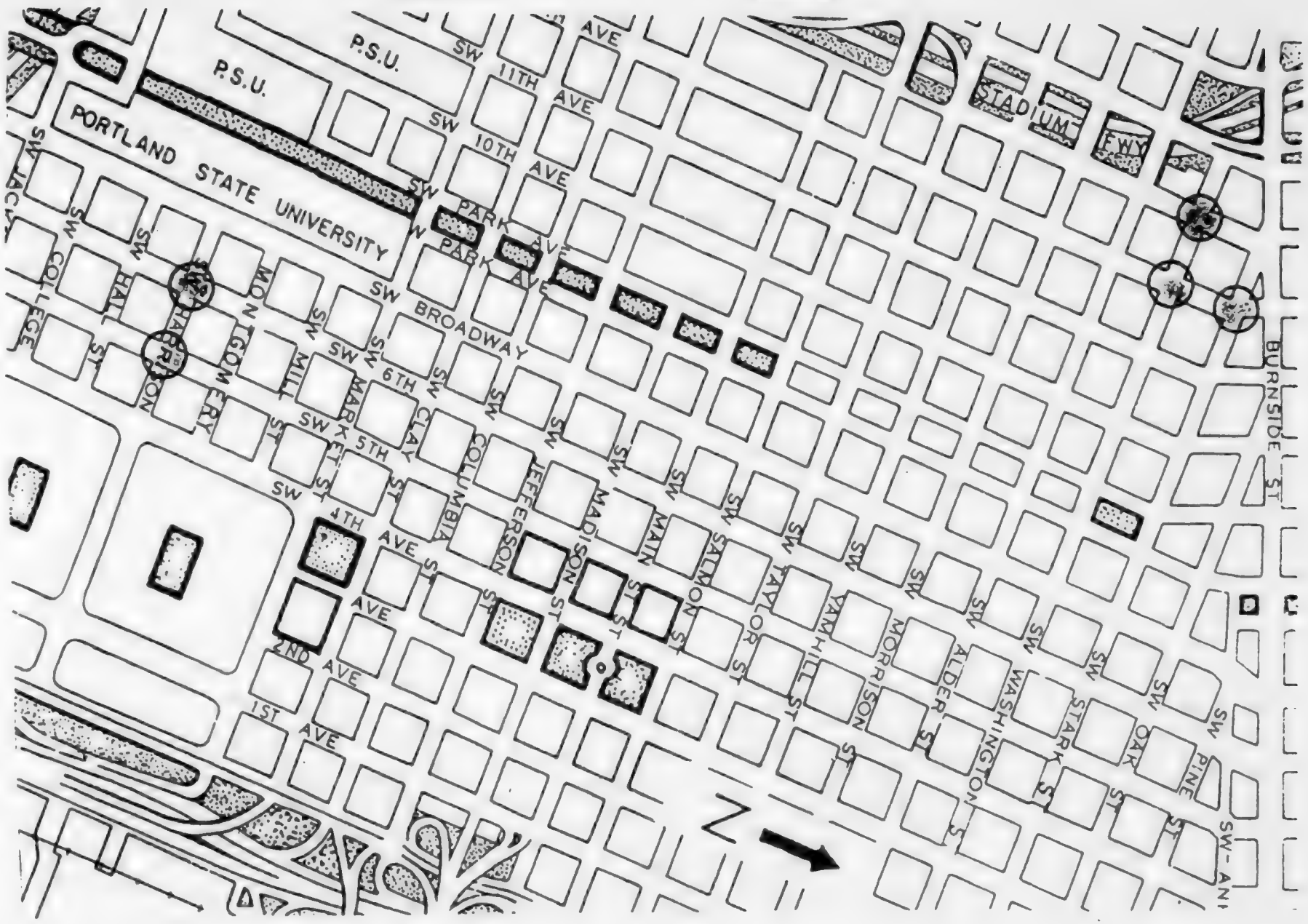
ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 0	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	12,900		918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	1500	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	0		980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	0		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	0		932 RAILROAD & UTILITIES					
						TOTALS	$19,400	$
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

PREPARED BY: Curtis H. Dugard	DATE: 1-13-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X	DATE
RECOMMENDED, REGION ENGINEER: X Edward Thrudt	DATE: 1-29-84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X	DATE
RECOMMENDED, LOCATION ENGINEER: X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	



PROPOSED FEDERAL AID PROJECT

NEW TRAFFIC SIGNALS

USE AS [illegible] MMC

Portland

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY

MULTNOMAH Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: 5 New Traffic Signals — CBD

REGION: Metro-Region

SURVEY AUTHORITY

AUTHORIZATION NO.

PREFIX: 726-1961

DATE: August 1983

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$ C	$	915	AUDITS	$	$	933	SURFACE DESIGN	$	$
902	CITIZEN'S INVOLVEMENT			916	PHOTO-GRAMMETRY			934	GEOLOGY		
903	LOCAL GOVERNMENT	12,900	12,900	918	LOCATION		100	935	SOILS		
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC	1500	1,500
905	FINAL DESIGN		500	920	PROGRAM MANAGEMENT		100	937	HYDRAULICS		
906	BRIDGE DESIGN		500	921	SPECIFICA-TIONS		3,000	938	REGION ENVIRONMENT		
907	PRELIMINARY DESIGN			922	ADMIN. SERVICES		100	949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION			923	ENVIRONMENTAL SECTION		100	950	TRAINING		
910	REGION GEOLOGIST			924	D.O.T.			955	R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION			925	AIR MONITORING			960	PERSONAL LEAVE		
9[illegible]	LANDSCAPE			926	FOUNDATION	C		980	PUBLIC HEARING		
913	RIGHT-OF-WAY LIAISON	C		927	FREE BRIDGE DESIGN						
914	REGION UTIL-ITY LIAISON	C		932	RAILROAD & UTILITIES						
									TOTALS	$19,400	$ 18,800
									PREVIOUS AUTHORIZATION		$
									ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: IXG-022C(30)

LOCATION ENGINEER'S REMARKS

1 Veloc - ✓
B cy Bud
cy
2 cy
3 cy Volume

RECEIVED
ROAD DESIGN SECTION

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
Curtis H. Kwart	1-13-84	X [illegible]	2-5-84
RECOMMENDED, REGION ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X		X E J Schmitz	
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X		5-2-84	

FHWA-1914 (7-82)

Plan #84-3

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY NO. # 02363

SECTION: 5 New Traffic Signals — ~~000~~ (Portland CTB)

REGION: Metro-Region

E HIGHWAY #	HIGHWAY NAME	MILE POST FROM	TO	LENGTH
	* (see attached list)			

☒ URBAN ☐ RURAL	CITY	COUNTY	ROAD/STREET NAME
	Portland	Multnomah	Various Streets

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
		City of Portland

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$ 18.8
RIGHT OF WAY		$ 0
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$ 175.0	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 7.5	
~~12%~~ ENGINEERING & CONTINGENCIES	$ 21.9	
TOTAL CONSTRUCTION		$ 204.4
TOTAL ESTIMATE		$

PROJECT DATA

GRADING	(✓)		
PAVING	(✓)		
STRUCTURES	(✓)		
SIGNING	(✓)		
SIGNALS	(✓)	X	
ILLUMINATION	(✓)		
ENVIRONMENTAL CLASS	(1,2,3)		
DESIGN CATEGORY	(1-7)		
WORK TYPE	(1-12)		

RIGHT OF WAY

FILES	(#)	
ACRES	(#)	
RELOCATIONS	(#)	

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	A
CONSTRUCTION ENGINEERING	(S,C,A)	A
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	None
RIGHT OF WAY ACQUISITIONS	(S,C,A)	None

CONSTRUCTION BY

☐ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	FAU	

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	Varies	Varies
STRUCTURES (#)	No	No
SIGNALS (#)	No	Yes
BIKE PATH (Y/N)	No	No
AVERAGE DAILY TRAFFIC	Varies	Varies
YEAR OF AVERAGE DAILY TRAFFIC	Varies	Varies

DEFINE THE PROBLEM

Five (5) intersections where existing traffic control (stop signs) are either not providing adequate safety for motorists and pedestrians, are not providing adequate connections for transit routing and/or progression, and thereby congestion and pollution is adversely affected.

PROPOSED SOLUTION

Install 5 new traffic signals. The signals would be designed in FY83/84, and constructed in FY84/85.

APPROVED, REGION ENGINEER: X Edward Hunt	DATE 1-29-84
APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

5 New Traffic Signals — CBD

REGION

Metro-Region

PROJECT JUSTIFICATION

For FY83/84, 5 intersections meeting signalization warrants have been included in the City's capital plan. These 5 locations meet the warrant in the MUTCD, under Systems Warrant. The attached map shows the existing signal system in the CBD. The two signals on S.W. Harrison street will provide a through link on S.W. Harrison, between Front Avenue and Broadway Avenue. S.W. Harrison is a traffic access street and provides a connection for Tri-Met buses northbound on the transit mall. As can be seen on the CBD Signal System map, the three intersections at S.W. 12th at Washington and Stark and S.W. 13th at Washington, are the last unsignalized intersections in the CBD between S.W. 14th Avenue and S.W. Front Avenue, and West Burnside to Market Street. These 5 signals should maximize benefits for both traffic progression and public safety.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: 5 New Traffic Signals — CBD

REGION: Metro-Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	A	OLD (#) 0	NEW (#) 5
						UTILITIES	N	(LIST BELOW)	

COMPANIES

NONE

RIGHT-OF-WAY N.A.

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS

TYPICAL SECTION N.A.

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

PROJEC PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

5 New Traffic Signals — CBD

REGION

Metro-Region

ESTIMATED RIGHT-OF-WAY IMPACTS

NONE

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

NONE

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic patterns would remain the same. Signalization will afford better traffic flow and increase public safety.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

NONE

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

NONE

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

NONE IDENTIFIED

RECOMMENDED PROJECT CLASSIFICATION

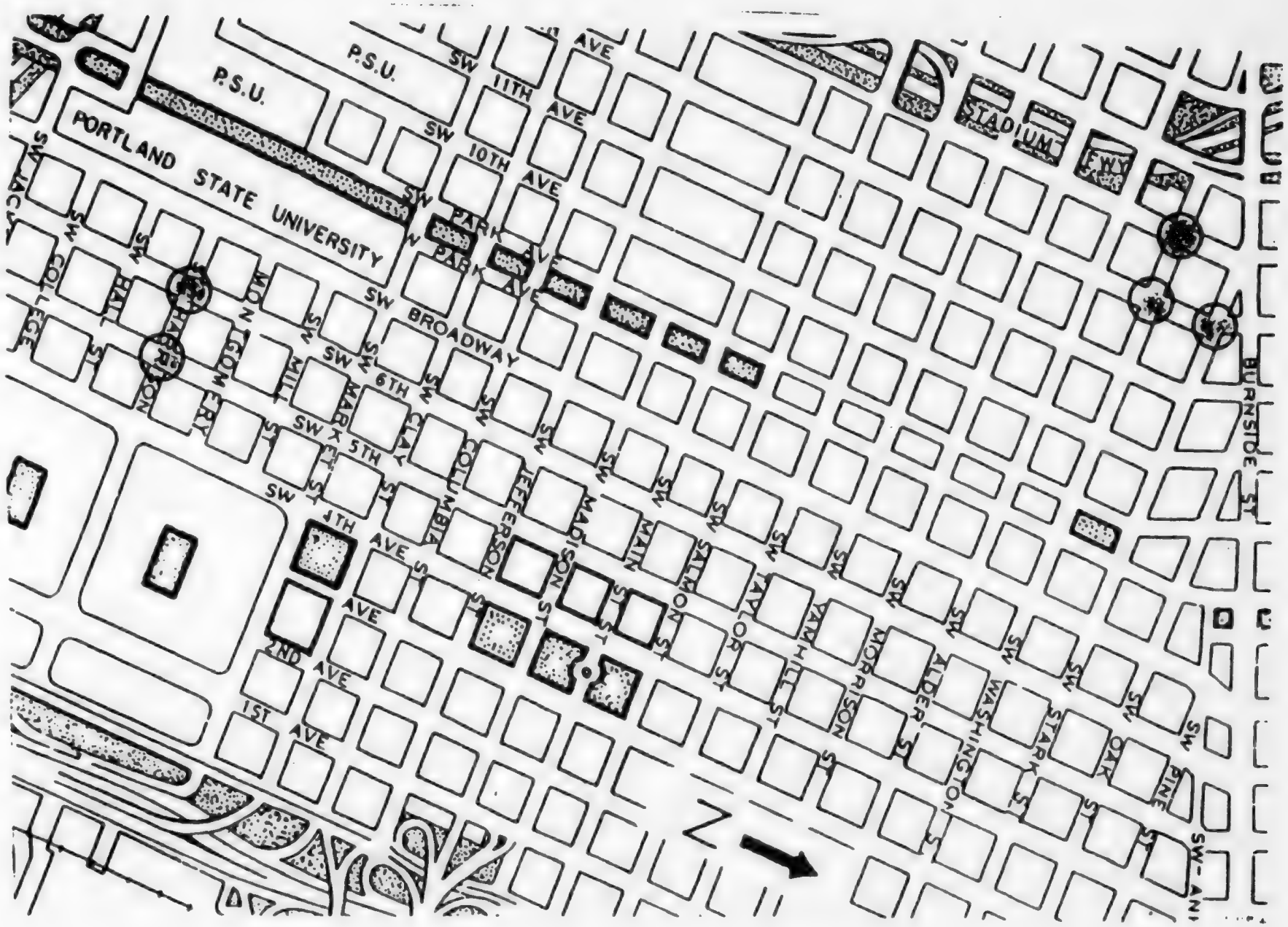
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

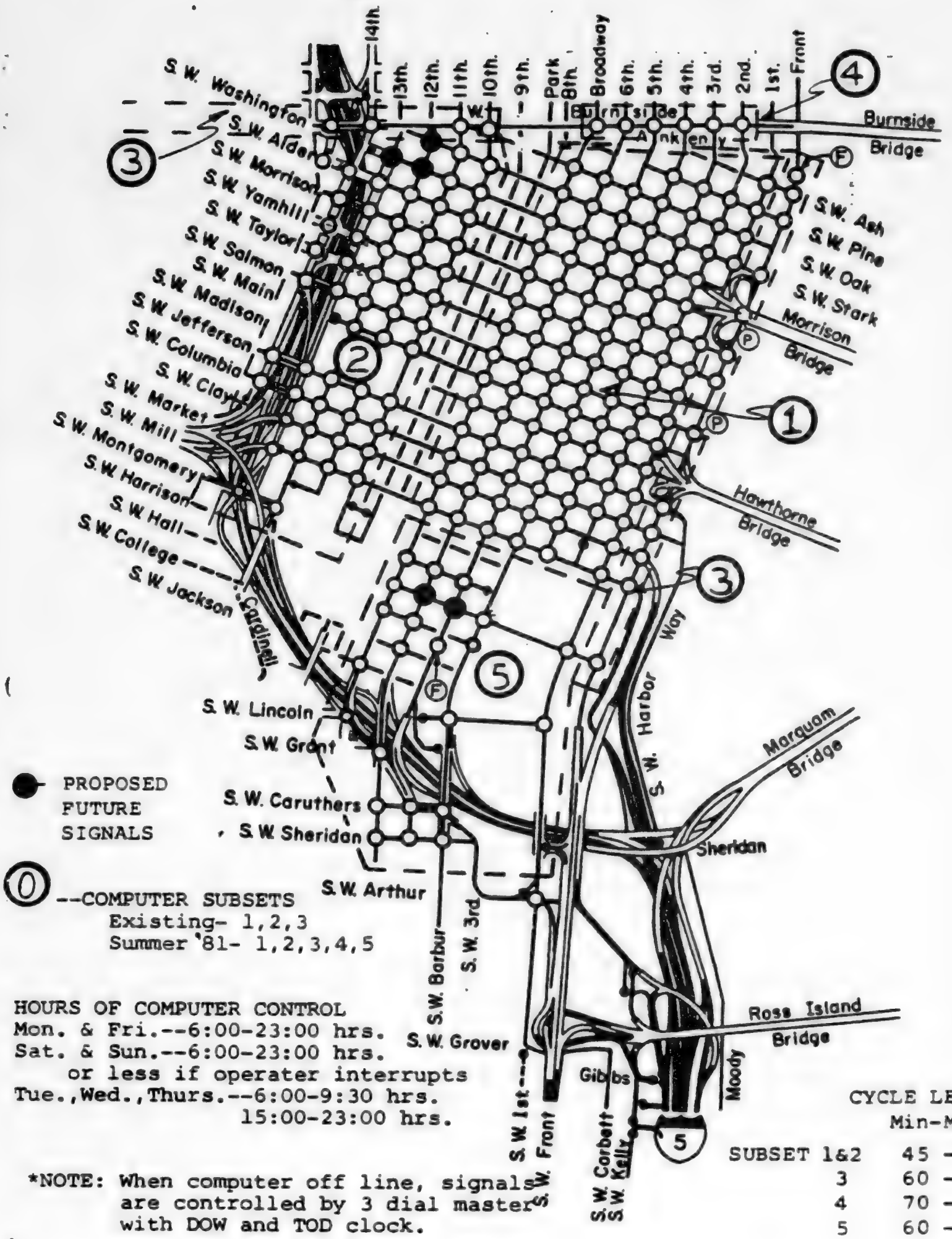
OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Mike Bauer/ Jim Wilson	796-5185	



PROPOSED FEDERAL AID PROJECT

NEW TRAFFIC SIGNALS



INSET "A"

"CBD" SIGNAL SYSTEM

1985 Marquam Bridge-N. Tigard 10,125
Intchg. Sec. of Pac. Highway
(Illumination)

jc cc: OSHD (D. Forbes)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
3/17/89	Christine Canham, Highway Engineer Trainee		IR-5-6(121)294
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
11/7/86	10/20/88	100 %	200 + 22 Calendar Days

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MARQUAM BRIDGE - N. TIGARD INTERCHANGE
PACIFIC HIGHWAY
Illumination

This project provides for roadway illumination along 5.9 miles of the Pacific Highway to improve illumination and safety. The existing illumination has been removed and replaced with new poles and arms, luminaires, conduit, etc.

The contract was awarded to W. R. Grasle Co. on September 6, 1985. Work began on March 31, 1986 and was completed by November 7, 1986. Two time extensions amounting to 22 days were granted for extra work performed in Price Agreements 4 and 6 and for delays caused by other contractors. The project was completed within the required time.

The final cost of the project is within 5% of the original authorization.

A final inspection of the project was mae on November 11, 1986.

- CC -

RECEIVED
STATE HWY ENGR
APR - 7 '89
ASSIGNED TO
Husby
FOR

cy 4-13

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Christine Canham		SIGNATURE: [signature]	
TITLE: Highway Engineer Trainee	DATE: 3/27/89	TITLE: District Engineer	DATE: 4/6/89

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

10,125

November 7, 1988

CON 5 - 10,125

American Insurance Co.
Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

On October 26, 1988, we wrote to you concerning release of final payment on Contract No. 10,125 awarded to W. R. Grasle Co. for illumination on the Marquam Bridge-North Tigard Interchange Section of the Pacific Highway in Multnomah County.

The total contract amount is $1,369,914.68 including $872.68 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cv

cc: W. R. Grasle Co.
P. O. Box 4123
Portland, OR 97208

Fred S. James & Co. of Oregon
111 S. W. Columbia
Portland, OR 97208

bc: Kenneth E. Husby
Thomas D. Lulay
Don Adams

10,125

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
10125

TO: Manager
Commission Services

DATE: October 20, 1988

FROM: Donald E. Forbes
State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10125, On Site Work Substantially Completed November 7, 1986

All Work Completed September 23, 1988

Project Marquam Bridge-North Tigard Interchange

Highway Pacific

County Multnomah

Type of Work Illumination

Contractor W.R. Grasle, Co.

BMW:mk

cc: Kenneth E. Husby
B. M. Walton
Don Wackerbarth

CPC/FM2

SURETY LETTER WRITTEN 10/26/88

RECEIVED
OCT 24 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,125

OREGON DEPARTMENT OF TRANSPORTATION — HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: September 24, 1988

PROJECT NAME (SECTION): Marquam Bridge - North Tigard Interchange

CONTRACT NO: 10125

HIGHWAY: Pacific

COUNTY: Multnomah

F A PROJECT NO: IR-5-6(121)294

CONTRACTOR: W.R. Grasle

KIND OF WORK: Illumination

DATE OF AWARD: September 6, 1985

FIRST NOTIFICATION DATE: March 31, 1986

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND: November 7, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: January 6, 1987

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 1,430,607.19

ESTIMATED PROJECT COST $ 1,369,002.10

ESTIMATED PERCENT OVERRUN/UNDERRUN 4.3 %

ENGINEERING

AUTHORIZATION $ 109,520.17

COST THIS WEEK $ 0.00

TOTAL TO DATE $ 130,700.00

PERCENT OF AUTHORIZATION 119.3 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
ALL		222	222.0	100	YES

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	ILLUMINATION
ORIG. CONTRACT QUANTITIES						
EST. CORRECTED QUANTITIES						
EST. PERFORMED TO DATE						
PERCENT PERFORMED TO DATE						100

ACTIVITIES THIS WEEK:

No activity.

PROJECT VISITORS:

None.

ACTIVITIES ANTICIPATED NEXT WEEK:

No activity.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Attempting to solve problem with payrolls.

Joseph D. Simpson

PROJECT MANAGER (SIGN): JOSEPH D. SIMPSON

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 8-86)

CONSTRUCTION SECTION

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-6(121)294
2. STATE PROJECT NO.: See Below
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 40123
2A. COUNTY NAME: Multnomah
6. TO:
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 19 '87
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE: March 31, 1986
8. FEDERAL ROUTE NUMBER: Interstate 5
9. STATE ROUTE NUMBER:

10. GENERAL LOCATION:
Marquam Bridge - North Tigard Interchange

11. GENERAL DESCRIPTION OF WORK
Modification to the control center for tunnel illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON A FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/31/86 as requested in Mr. Fredrickson's letter of 3/10/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 4 is approved to a TEC of $1,200; Federal Funds $1,105.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/18/87	J. D. Wilken	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-6(121)294

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40123

2A. COUNTY NAME: Multnomah

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: March 31, 1986

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: 1

10. GENERAL LOCATION:

Marquam Bridge - North Tigard Interchange

11. GENERAL DESCRIPTION OF WORK

Credit the project for salvaged poles and related equipment.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/31/86 as requested in Mr. Fredrickson's letter of 1/2/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $183 Cr.; Federal Funds $155 Cr.

RECEIVED
STATE HWY ENGR
JAN 27'87
REFER TO
Patten
FOR

info	invest	R/D	O/R	sign	act	file

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/23/87	G. K. Hasenmeier	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

December 15, 1986

W. R. Grasle Co.
437 N.W. 16th Avenue
P. O. Box 4123
Portland, OR 97208

CON 5
10125

Re: Second Time Extension Request
Marquam Bridge-N. Tigard Intch.
Contract No. 10125
FAP No. IR-5-6(121)294

Your request for additional contract time in which to complete the above project has been reviewed. You requested additional contract time due to the work done under Price Agreement No. 6.

A contract time adjustment of an additional three (3) calendar days is granted for work done under Price Agreement No. 6.

The adjusted contract time of completion of this contract is 222 calendar days. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Don Berg w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: November 19, 1986

FROM: Marion Craft
MARION CRAFT
Region 1 Construction Engingeer

SUBJECT:

Marquam Bridge-N. Tigard Interchange
Pacific Hwy (I-5)
Contract No. 10125

Attached is the contractor's second time extension request. His first request was for 30 calendar days due to delays and extra work and he was granted 19, making the new contract time 219 calendar days. This second request is for 30 days, due to work under price agreement 6, which was added work, to install traffic classification loops and counting devices.

Don Berg states that the installation took five days and estimated a week to procure the material and recommends 12 days. He also states that due to the timing and the work involved, that it did cause extra time to be charged to the contract.

The contractor has used 222 days, with a 3 day overrun. I recommend we grant a 3 day time extension due to the extra, unanticipated loop work.

This time extension request should suffice as proper notification and thus satisfy the requirements of Section 108.08.

MC:cms

cc: Don Berg

12-12-86
W.E. Schwartz—

I concur with Region and Project Manager and recommend a 3 C.D. time extension.

O.B. Jackmond

RECEIVED
NOV 20 1986
SECTION
CF ... CAE ... SPC ... TC ...
... CC ...
CA ... FE ... CP ...
... FOC ...

10125

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

RECEIVED
STATE HWY ENGR
DEC 8 '86
REFER TO
FOR
Info | Investigate | Reply | Reply Refer to | Sign | Act | File

CON 5
10125

DATE: December 3, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-5-6(121)294

Contract 10125, Work Completed November 7, 1986

Project Marquam Bridge-N. Tigard Interchange

Highway Pacific

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 11-21-86

for Dale E. Wilken
Division Administrator

NOTED
LARRY RULIEN

BMW:ll

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

RECEIVED
DEC 04 1986
OREGON DIVISION

734-2023 (2-85)

jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Multnomah	Oregon

IN COMPANY WITH: Don Berg, Joe Simpson and Marion Craft; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
11/21/86	W. H. Kappus, Area Engineer and Larry Heil, Assistant Area Engineer	IR-5-6(121)294

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	** SEE BELOW	101 %	100 %

PACIFIC HIGHWAY (I-5)
MARQUAM BRIDGE - NORTH TIGARD INTERCHANGE
Illumination

This project provided for the removal of existing illumination and installation of new poles, luminaires, lamps, etc. at 266 locations to provide improved illumination and safety.

A State Force Order was prepared to relocate 48 signs which hung from the existing illumination poles.

** A three day time extension is expected to be approved to cover the overrun in project time due to additional work added by price agreement.

The contract work was awarded to W. R. Grasle Co. on 9/6/85. Work Started 3/31/86 and was completed 11/8/86.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

NOTED
N. E. SCHWARTZ
12/8

RECEIVED
STATE HWY ENGR
DEC 4 '86
REFER TO
Fredrickson
FOR
Info. | Invest | R/D | D/R | Sign | Act | File

Form FHWA-1446A
(Rev. 2-84)

November 6, 1986

W. R. Grasle Co.
437 N.W. 16th Avenue
P. O. Box 4123
Portland, OR 97208

CON 5
10125

Re: Time Extension Request
Marquam Br.-N. Tigard Intch.
Contract No. 10125
FAP No. IR-5-6(121)294

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 30 calendar days of contract time due to delays caused by other contractors and Highway Division crews, work done under Price Agreement No. 4, and work done under Price Agreement No. 5.

A contract time adjustment of the requested 5 calendar days is granted for the other contractor and Highway Division crew delay is granted.

A contract time adjustment of an additional 14 calendar days is granted for the moving of the two pole foundations under Price Agreement No. 4.

Project records indicate that the changes under Price Agreement No. 5 should not have delayed the completion of the project and this portion of your request is denied.

In summary, a contract time adjustment of an additional 19 calendar days is granted. The adjusted contract time of completion for this project is 219 calendar days.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Don Berg.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood/attach.
FHWA/attach.
Don Berg/attach.
Bruce Walton - Note: 5 C.D. "N-P; 14 C.D. "P".

STATE OF OREGON

INTEROFFICE MEMO

TO: Bryant Jackmond
Contrack Administration Engineer

DATE: September 16, 1986

FROM: Marion Craft
Region Construction Engineer

SUBJECT: TIME EXTENSION REQUEST
Marquam Bridge-North Tigard Interchange
Contract 10125

Attached is the contractor request for adjustment of contract time in which he asks for thirty additional calendar days. Also attached is the Project Manager's analysis and recommendations.

The following is pertinent information:

Awarded: 9/2/85
Specified Completion: 200 CD not later than June 30, 1987
First Notification: 3/3/86
First Notification + 200 CD: 10/17/86

Project Manager has done a thorough job in analyzing this request. He recommends granting 19 CD, and I concur with this recommendation.

10-31-86
W. E. Schwartz-
I concur with Region and Project Manager and recommend a 19 C.D. time extension.

MC/ct

Attachment

cc: Don Berg

CE ___ CAE ___ COE ___ OM ___ OE ___ CA ___ CAM ___ EBO ___

RECEIVED
SEP 18 1986
CONSTRUCTION SECTION

SPC ___ TC ___ SA ___ CC ___ FE ___ CP ___ PQC ___ QCS ___ FILE ___

81-125-1367

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO: IR-5-6(121)294
2. STATE PROJECT NO.: See Below
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 40123
2A. COUNTY NAME: Multnomah
6. TO:
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310
7. DATE AUTHORIZATION EFFECTIVE: March 31, 1986
8. FEDERAL ROUTE NUMBER: Interstate 5
9. STATE ROUTE NUMBER: Primary 1
10. GENERAL LOCATION:
Marquam Bridge - North Tigard Interchange
11. GENERAL DESCRIPTION OF WORK
Remove and reinstall approximately 48 existing signs
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [x] CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/31/86 as requested in Mr. Fredrickson's letter of 8/27/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 2 is approved to a TEC of $3,500; Federal Funds $3,227.

RECEIVED
STATE HWY ENGR
SEP 11 '86
REFER TO
Potter
FO
Info | Inves | R/D | ...

14. DATE: 9/9/86
15. SIGNATURE OF APPROVING OFFICIAL: D. K. Fredrickson
16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10125

NOTICE OF THE RIGHT TO LIEN

WARNING: READ THIS NOTICE. PROTECT YOURSELF FROM PAYING ANY CONTRACTOR OR SUPPLIER TWICE FOR THE SAME SERVICE.

TO: State of Oregon,
Department of Transportation DATE OF MAILING: 4/2/86

Transportation Building

Salem, OR 97310

This is to inform you that AMERON POLE PRODUCTS

has begun to provide 264 steel lighting poles & accessories
(description of materials, labor or services)

ordered by Blessing Electric, 829 N. Russell, Portland, OR 97227 for improvements to property you own. The property is located at Marquam/North Tigard (Pacific Highway) Interchange. State Contract #10125.

A lien may be claimed for all materials, labor and services furnished after a date that is 10 days before this notice was mailed to you.

Even if you or your mortgage lender have made full payment to the contractor who ordered these materials or services, your property may be subject to a lien unless the supplier providing this notice is paid. THIS IS NOT A LIEN. It is a notice sent to you for your protection in compliance with the construction lien laws of the State of Oregon.

This notice has been sent to you by:

NAME: AMERON POLE PRODUCTS DIVISION

ADDRESS: P. O. Box 755, Fillmore, CA 93015

TELEPHONE: (805) 524-0223

If you have any questions about this notice, feel free to call us.

No claim letter necessary here 4-7/86

RECEIVED
APR 7 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

IC 125

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	STATE
10-99	**FEDERAL-AID PROJECT AGREEMENT** 10-15-85	Oregon
		COUNTY Multnomah
		PROJECT NO. IR-5-6(121)294

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Marquam Bridge - North Tigard Interchange

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7/31/85	0.00
OTHER *(Specify)*		

FUNDS Pro-rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,540,127.00	$ 1,420,305.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 15 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

6-Files

Oregon State Highway Division
Salem, Oregon October 3, 1985

Federal-Aid Project No. IR-5-6(121)294

Marquam Bridge-N. Tigard Interchange Section
Pacific Highway
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code Y030
Illumination

Mobilization	Lump Sum	All	Lump Sum	$	60,000.00
Temporary Protection and Director of Traffic	Lump Sum	All	Lump Sum		6,700.00
Temporary Signs	Sq. Ft.	380	10.00		3,800.00
Temporary Barricades	Each	4	125.00		500.00
Temporary Plastic Safety Markers	Each	100	25.00		2,500.00
Sequential Arrow Signs	Each	2	1,200.00		2,400.00
Flaggers	Hour	500	15.00		7,500.00
Sign Illumination Equipment	Lump Sum	All	Lump Sum		25,000.00
Removal of Existing Illumination	Lump Sum	All	Lump Sum		54,000.00
Pole Foundation	Lump Sum	All	Lump Sum		197,000.00
Roadway Lighting Poles and Arms	Lump Sum	All	Lump Sum		348,000.00
Luminaires, Lamps, and Ballasts	Lump Sum	All	Lump Sum		70,000.00
Switching, Conduit, Wiring, Etc.	Lump Sum	All	Lump Sum		584,000.00
					$1,361,400.00

ANTICIPATED ITEMS

EEO/Labor Compliance Monitoring (0.5%)	All Required	$ 7,602.10
		$ 7,602.10
	Subtotal	$1,359,002.10
	Engineering	171,125.90
	Total	$1,540,127.00

Length of Project ---------- 0.0 mile

Federal Funds (92.22%)	$1,420,305.00
State Funds	119,822.00
TOTAL	$1,540,127.00

Group 010: 0%; Group 011: 100%
Contract No. 10,125
Prefix: C626-1946 (P.E.)
Prefix: C10125

Appn Code: 044

DRH:me

10,125

September 20, 1985

CON 5 - 10,125

W. R. Grasle Co.
2904 S. W. First Avenue
P. O. Box 4123
Portland, OR 97208

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

Contract No. 10,125 for illumination on the Marquam Bridge-North Tigard Interchange Section of Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance and payment bond.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: The American Insurance Company
Attn: Fidelity and Surety Dept.
P. O. Box 3825
Portland, OR 97208

Fred S. James & Co. of Oregon
111 S. W. Columbia
Portland, OR 97201

bc: C. O. Fredrickson
Bruce Walton
E. L. Hardt
L. E. George
Walt Hart
Janice Peterson
Jarard Richardson

W. R. GRASLE CO.

ELECTRICAL CONTRACTORS & ENGINEERS

August 28, 1985

Office of Commission Services
Room 121 State Transportation Building
Salem, Oregon 97310

Re: OSHD Project
Marquam Bridge-N. Tigard Interchange
Section / Illumination

Subject: DBE / WBE Contract Participation

Attention: Mr. Robert W. Gormsen

Gentlemen:

Pursuant to bid instructions for the above referenced project we are identifying herewith subcontractors and sub-subcontractors who will be participating in the above referenced project.

Subcontractors will be:

Blessing Electric, Inc. — DBE
829 N. Russell Street
Portland, Oregon 97227

Bid Item No. 11
Value: $309,000.00 / 22.7% of contract amount

GAYNETCO, Inc. — WBE
10416 N. E. Marx Road
Portland, Oregon 97220

Bid Item No. 9
Value: $20,500.00 / 1.5% of contract amount

Sub-Subcontractors will be:

Salt & Pepper Construction — DBE
9015 N. Hamlin
Portland, Oregon 97217

Bid Items Nos. 10 & 13
Value: $10,000.00 / .7% of contract amount

437 N.W. 16th AVE. • P.O. BOX 4123 • PORTLAND, OR 97208 • (503) 226-6771

Sub-Subcontractors, Cont'd.

Service Steel Erection WBE
P. O. Box 37
Keno, Oregon 97627

Bid Item No. 10
Value: $14,000.00 / 1% of contract amount

The Sub-Subcontractors will be Subcontractors to W. G. Moe & Sons, and appropriate documentation for all of the above will be provided in accordance with the contract documents.

Please confirm the acceptability of the above firms, and our compliance with DBE and WBE.

Very truly yours,

W. R. GRASLE CO.

W. R. Grasle, Jr.

WRGjr:d

RECEIVED
AUG 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc

10,125

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-6(121)294

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40123

2A. COUNTY NAME: Multnomah

6. TO:

Mr. E. S. Hunter
Acting State Highway Engineer
State of Oregon
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: July 31, 1985

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Marquam Bridge - North Tigard Interchange

11. GENERAL DESCRIPTION OF WORK

Illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)*

Anticipated items as shown in your "PS&E" Estimate dated 7-25-85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 7-29-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,696,413; Federal Funds $1,564,432.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
AUG - 8 '85
REFER TO
Potter
FOR

Info	Invcs	R/D	D/R	Sign	Act	File

Orig w/ its att 8/8

14. DATE: 8/6/85

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hunter

16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

84-8 Mult. Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 01504

SECTION O'King S.W. Hood Avenue Br. #8195

REGION Metro Region

Hwy 1 **SURVEY AUTHORITY**

AUTHORIZATION NO. 1

PREFIX 626-1957

DATE 3-26-84

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$	$ 2,000	915	AUDITS	$	$	933	SURFACE DESIGN	$	$
902	CITIZEN'S INVOLVEMENT			916	PHOTO-GRAMMETRY			934	GEOLOGY		
903	LOCAL GOVERNMENT			918	LOCATION		200	935	SOILS		
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC		100
905	FINAL DESIGN		2,000	920	PROGRAM MANAGEMENT		100	937	HYDRAULICS		100
906	BRIDGE DESIGN		6,000	921	SPECIFICA-TIONS		2,500	938	REGION ENVIRONMENT		
907	PRELIMINARY DESIGN			922	ADMIN. SERVICES		100	949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION			923	ENVIRONMENTAL SECTION		200	950	TRAINING		500
910	REGION GEOLOGIST		1,000	924	D.O.T.			955	R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION		200	925	AIR MONITORING			960	PERSONAL LEAVE		
912	LANDSCAPE			926	FOUNDATION			980	PUBLIC HEARING		
3	RIGHT-OF-WAY LIAISON			927	FREE BRIDGE DESIGN						
914	REGION UTIL-ITY LIAISON		200	932	RAILROAD & UTILITIES						
									TOTALS	$	$ 15,200
									PREVIOUS AUTHORIZATION		$
									ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY-PREFIX

FEDERAL AID PROJECT NUMBER I-5-6(111)294

LOCATION ENGINEER'S REMARKS

Marquam Br. - N. Signal Interc.

1 Versteeg ✓
Anderson
4 Adams
4 Macnab
2 Edwards E
Terpin
3 Trout
4 Wakerlig

RECEIVED
JUN 8 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up
Action

On HIP

PREPARED BY — DATE

APPROVED. ASST. HIGHWAY ENGINEER FOR OPERATIONS — DATE 5/15/84

RECOMMENDED. REGION ENGINEER — DATE 5/11/84

APPROVED. ASST. HIGHWAY ENGINEER FOR TECH. SERVICES — DATE 5/14/84

RECOMMENDED. LOCATION ENGINEER — DATE 5/14/84

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1914 (7-82)

10,345 I-5 N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Mu 10214

SEE INSTRUCTIONS ON REVERSE

KEY ID# 01473

SECTION: Marquam Bridge-N. Tigard Interchange

REGION: Metro Region

SURVEY AUTHORITY

AUTHORIZATION NO. 1 | PREFIX 626-1946 | DATE 10/12/83

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$	$ 80,000	915	AUDITS	$	$	933	SURFACE DESIGN	$	$ 2.000
902	CITIZEN'S INVOLVEMENT			916	PHOTO-GRAMMETRY			934	GEOLOGY		400
903	LOCAL GOVERNMENT			918	LOCATION		2,000	935	SOILS		6..
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC		200
905	FINAL DESIGN		10,000	920	PROGRAM MANAGEMENT		500	937	HYDRAULICS		1,500
906	BRIDGE DESIGN		2,000	921	SPECIFICA-TIONS		3,500	938	REGION ENVIRONMENT		
907	PRELIMINARY DESIGN		1,000	922	ADMIN. SERVICES		200	949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION			923	ENVIRONMENTAL SECTION		200	950	TRAINING		5,000
910	REGION GEOLOGIST		4,000	924	D.O.T.			955	R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION		3,000	925	AIR MONITORING			960	PERSONAL LEAVE		
912	LANDSCAPE			926	FOUNDATION			980	PUBLIC HEARING		
913	RIGHT-OF-WAY LIAISON			927	FREE BRIDGE DESIGN						
914	REGION UTIL-ITY LIAISON			932	RAILROAD & UTILITIES		200				

	TOTALS	$200,000 / $ 115,500
RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER: IR-5-6(111) 294	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

See Part 1 of the Prospectus

Vernetey ✓
Anderson
(Cy. Adams to Bud)
(Cy. Macnab)
2 Edwards
Terpin
3 Trout
(Cy. Wakerlin)

RECEIVED
JAN 27 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

PREPARED BY	DATE 10/13/83	APPROVED ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE 11/10/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 1-17-84	

734-1914 (7-82)

PROJECT PROSPECTUS

PART 1 - PROJECT REQUEST File #1021

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01473

SECTION ~~N. Tigard Interchange~~ Marquam Br - N. Tigard Interch.

REGION Metro Region

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
1	Pacific	FROM 294.0 TO 299.5	5.5

URBAN / RURAL	CITY	COUNTY	ROAD/STREET NAME
(URBAN ☐ RURAL	Portland	Multnomah	

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
I-5	FAI 5	

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING	$ 200	
RIGHT OF WAY	$	
ROADWAY	$ 3,216	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ ~~200~~	
Safety Features	$ 732	
40% ENGINEERING & CONTINGENCIES	$ 1,659	
TOTAL CONSTRUCTION	$ ~~5,807~~	
TOTAL ESTIMATE	$ ~~6,000~~	

PROJECT DATA

GRADING (✓)	X	
PAVING (✓)	X	
STRUCTURES (✓)		
SIGNING (✓)		
SIGNALS (✓)		
ILLUMINATION (✓)	X	
ENVIRONMENTAL CLASS (1,2,3)	2	
DESIGN CATEGORY (1-7)	3	
WORK TYPE (1-12)	4	

RIGHT OF WAY

FILES (#)	0
ACRES (#)	0
RELOCATIONS (#)	0

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING (S,C,A)	S
CONSTRUCTION ENGINEERING (S,C,A)	S
RIGHT OF WAY DESCRIPTIONS (S,C,A)	
RIGHT OF WAY ACQUISITIONS (S,C,A)	

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	3/84	FAI-4R	'84

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	6	6
STRUCTURES (#)	3	3
SIGNALS (#)	-	-
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	60-85,000	85-105,000
YEAR OF AVERAGE DAILY TRAFFIC	1980	2000

DEFINE THE PROBLEM

PROPOSED SOLUTION

Overlay. Replace luminaires and poles.

REQUESTED, REGION ENGINEER — DATE 10/19/83

X ...OVED. ASST. HWY. ENG. FOR OPERATIONS — DATE

X APPROVED. ASST. HWY. ENG. FOR ADMINISTRATION — DATE — TRANSP. COMM. APPROVAL DATE — PROGRAM YEAR — FUNDING

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

10214

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01473

SECTION: Marquam Br. - N Tigard Interchange

REGION: Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N S	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	S	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) / NEW (#)	
						UTILITIES	N	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
N/A	N/A	N/A	N/A

COMPANIES

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS
						55	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH

EXISTING

To be determined during field survey

PROPOSED

No Change

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
N/A					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

Marquam Hill
Tramway
Spur
Ross Island
PORTLAND
Fulton
Hardtack
Stevens Point
The Oaks
Burlingame
Capitol Hill
RIVERVIEW
CEMETERY
LEWIS AND CLARK COLLEGE
Palatine
Council Crest
Hillsdale
Multnomah
West Portland
West Portland Park
Mt. Sylvania
Glencullen
Bridlemile
Marquam Gulch
Terwilliger
Boundary
Freeway

1985	SE. 242nd Ave.-SE. 257th Ave. (Gresham-Troutdale) Sec of Stark St (Gr, pav, illum, sigs & Landscap.) ■	10,126

C+A - 8010 - 2-21-84

10,126 11-12-91

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.

FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS Capitol Building
Salem

PAID BY

(For use of Paying Office)

STATE
Oregon 97310

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 7-31-85

TO 1-3-91

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX-9810(4)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
1,364,607.41	1,351,594.83	85 %	1,148,855.60	1,148,855.60	-0-
185,442.11	185,442.11	85 %	157,625.79	157,625.79	-0-
1,550,049.55	1,537,036.94	85%	1,306,481.39	1,306,481.39	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	11/12/91	Donald C. Arex

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. 242nd Avenue - S.E. 257th Avenue Sec.					
	S.E. Stark Street					
	Multnomah County					
	Type Code 2000					
	Roadway (Sta. 400+57.38 to Sta. 443+00)					
	Final Contract Payment Summary	Lump Sum			$1,204,257.66	
	SF01 Perm. Striping (Multnomah Co.)	All Required			4,286.67	
	SF03 Perm. Signing (Multnomah Co.)	All Required			2,849.19	
		Total Type Code 2000			$1,211,893.52	
	Type Code 4031					
	Traffic Signals (2 Locations)					
	Final Contract Payment Summary	Lump Sum			$120,000.00	
	SF04 Signal Controller Test	All Required			3,200.00	
	SF05 State Furnish Sig. Program	All Required			1,400.00	
	Misc Project Cost	Total Type Code 4031			$129,600.00	
	audit Expense	all Required			69.40	
	Construction Engineering					
	Construction Engineering (State)	All Required			15,031.91	
	Multnomah County	all Required			185,442.11	
	Total Participating Project Cost				200,474.02	
		Total Participating Project Cost			1,537,036.94	
	Non-Participating Project Cost					
	Final Contract Payment Summary	Lump Sum			$ 2,180.00	
	Construction Engineering	All Required			10,832.61	
		Total Non-Participating Project Cost			13,012.61	
		Total Project Cost			$1,550,049.55	

AMOUNT CARRIED FORWARD .....

TO BE COMPLETED BY FHWA			
MONTHLY TRANSACTION NUMBER 3-75	U.S. Department of Transportation **Federal Highway Administration**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 3-20-90	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER			State: Oregon
MODIFICATION NUMBER 1			County: Multnomah
			Project Number: IX-9810(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 7 , 1985 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,609,088.00	$ 1,549,293.00
Federal funds	$ 1,367,724.00	$ 1,316,520.00
Other revisions		

This modification is made for the following reasons: To deobligate appn. code 177 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20TH day of MAR , 19 '90 .

Oregon State Highway Division
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

RX For: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 13, 1990

Federal-Aid Project No. IX-9810(4)

S. E. 242nd Ave.-S. E. 257th Ave. Section
S. E. Stark Street
Multnomah County

Revised Project Agreement Estimate

Type Code I000
Roadway (Sta. 400+59.38 to Sta. 443+00)

Subtotal from previous estimate of September 23, 1985	$ 1,300,311.50
Decrease in construction costs	58,000.00
Subtotal	$ 1,242,311.50
Engineering	162,538.50
Total	$ 1,404,850.00

Type Code Y031
Traffic Signals (2 Locations)

Total from previous estimate of September 23, 1985	$ 140,793.00

Length of Roadway ---------- 0.803 mi.
Cost of Roadway per Mile ---------- $1,749,501.87

Reserved Used

S. F. O. #3	$ 3,205.00

Nonparticipating Items

Total from previous estimate of September 23, 1985	$ 445.00

Summary of Funds (85%)

Description	Total Cost	Federal Funds	County Funds
Roadway	$ 1,404,850.00	$ 1,194,122.00	$ 210,728.00
Signals	140,793.00	119,674.00	21,119.00
Reserve Used	3,205.00	2,724.00	481.00
Nonparticipating	445.00	0.00	445.00
Total	$ 1,549,293.00	$ 1,316,520.00	$ 232,773.00

Appn Code: 177
Contract No. 10,126
E. A. No. C10126

DCN:pk

10.124

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	STATE
10-68	**FEDERAL-AID PROJECT AGREEMENT**	OREGON
		COUNTY: MULTNOMAH
		PROJECT NO.: IX-9810(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.E. 242nd Ave.-S.E. 257th Ave.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-31-85	0.803
OTHER *(Specify)*		

FUNDS PRO RATA (85%)

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,609,088.00	$ 1,367,724.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Proggram Section
(Title)

By FOR: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 7 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

General Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 23, 1985

FEDERAL AID PROJECT NO. IX-9810(4)

S.E. 242ND AVE.-S.E. 257TH AVE. SECTION
S.E. STARK STREET
MULTNOMAH COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 400+59.38 to Sta. 443+00)

Mobilization	Lump Sum	All	Lump Sum	$ 70,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	10,000.00
Temporary Signs	Sq. Ft.	350	8.00	2,800.00
Temporary Barricades	Each	10	60.00	600.00
Temporary Plastic Safety Markers	Each	80	50.00	4,000.00
Flaggers	Hour	1,000	17.00	17,000.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	20,000.00
General Excavation	Cu. Yd.	26,642	6.30	167,844.60
Extra for Pavement Removal	Lump Sum	All	Lump Sum	25,000.00
Trench Excavation	Cu. Yd.	1,517	13.00	19,721.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	5,000.00
Watering	M-Gal.	50	10.00	500.00
Bituminous Base Mixture	Ton	20,200	14.00	282,800.00
Asphalt in Bituminous Base Mixture	Ton	1,140	200.00	228,000.00
1"-0 Aggregate Base	Ton	1,130	11.00	12,430.00
Class "B" or Class "C" Asphalt Concrete Mixture	Ton	7,500	14.00	105,000.00
Asphalt Cement in Mixture	Ton	430	200.00	86,000.00
Asphalt in Tack Coat	Ton	132	180.00	23,760.00
Concrete Stairs	Lin. Ft.	44	30.00	1,320.00
Noise Barrier Wall	Lump Sum	All	Lump Sum	35,000.00
8-inch Concrete Pipe	Lin. Ft.	598	16.00	9,568.00
12-inch Concrete Pipe	Lin. Ft.	799	20.00	15,980.00
18-inch Conrete Pipe	Lin. Ft.	492	26.00	12,792.00
Tap Manholes	Each	11	310.00	3,410.00
Core Existing Storm Sewer	Each	10	520.00	5,200.00
Concrete Manholes, Type "A-P"	Each	3	1,500.00	4,500.00
Concrete Inlets, Type CG-1	Each	26	400.00	10,400.00
Concrete Inlets, Type G-1	Each	3	385.00	1,155.00
4-inch Concrete Walks and Driveways	Sq. Yd.	3,300	10.00	33,000.00
6-inch Concrete Driveways	Sq. Yd.	300	15.00	4,500.00
Concrete Curbs, Type C	Lin. Ft.	6,720	4.10	27,552.00
Extra for Asphalt Approaches	Each	11	160.00	1,760.00
Adjusting Manholes	Each	14	320.00	4,480.00

Reconstructing Manholes	Each	9	1,500.00	13,500.00
Setting Monument Boxes	Each	1	160.00	160.00
Roadway Illumination	Each	26	290.00	7,540.00
Street Light Poles	Each	21	750.00	15,750.00
Relocating Existing Hedge Plants	Lump Sum	All	Lump Sum	2,200.00
Seeding, Fertilizing and Mulching	Sq. Yd.	733	2.00	1,466.00
				$1,291,688.60

ANTICIPATED ITEMS

Permanent Pavement Striping		All Required	$ 2,200.00
EEO/Labor Compliance Monitoring	(0.5%)	All Required	6,422.90
			$ 8,622.90
		SUBTOTAL	$1,300,311.50
		Engineering	162,538.50
		TOTAL	$1,462,850.00

TYPE CODE Y031

TRAFFIC SIGNALS (2 LOCATIONS

Traffic Signal Installation, Complete (Hospital)	Lump Sum	All	Lump Sum	$ 58,000.00
Traffic Signal Installation, Complete (SE 257th Ave.)	Lump Sum	All	Lump Sum	62,000.00
				$ 120,000.00

ANTICIPATED ITEMS

Signal Controller Testing	All Required	$ 3,200.00
State Furnished Chips & Software	All Required	750.00
Signal Program	All Required	1,200.00
		$ 5,150.00
	SUBTOTAL	$ 125,150.00
	Engineering	15,643.00
	TOTAL	$ 140,793.00

Length of Roadway ---------- 0.803 mi.

Cost of Roadway Per Mile ---------- $1,821,731.01

RETAIN IN RESERVE

Permanent Signing	All Required	$ 4,840.00
	SUBTOTAL	$ 4,840.00
	Engineering	605.00
	TOTAL	$ 5,445.00

SUMMARY OF FUNDS (85%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	COUNTY FUNDS
Roadway	177	$1,462,850.00	$1,243,422.00	$219,428.00
Signals	177	140,793.00	119,674.00	21,119.00
SUBTOTAL		$1,603,643.00	$1,363,096.00	$240,547.00
Reserve	177	5,445.00	4,628.00	817.00
TOTAL		$1,609,088.00	$1,367,724.00	$241,364.00

Group 010: 0%; Group 011: 100%
Contract No. 10126
Prefix: 226-1908 (P.E.)
Prefix: C10126

NONPARTICIPATING ITEMS

Single Mailbox Supports	Each	4	75.00	$ 300.00
Multiple Mailbox Supports	Each	1	110.00	110.00
Concrete Mailbox Collars	Each	1	35.00	35.00
		TOTAL		$ 445.00

DRH:pf

F01702

10,126

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-16-88

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

ADDRESS
Treasurer, State of Oregon
State Capitol Building

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 11-10-83

TO 8-21-85

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX-9810(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
19,587.58	19,522.93	85%	16,594.49	16,594.49	0

5.80

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	12-16-88	Assistant Controller

580

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. 242nd Ave. - S.E. 257th Ave (Stark Street) Section County Road Multnomah County					
	TYPE CODE PE PRELIMINARY ENGINEERING					
	STATE			All Required	$ 19,522.93	
	Total Participating Project Cost				$ 19,522.93	
	NONPARTICIPATING COSTS					
	Engineering Expense				64.65	
	Total Nonparticipating Costs				64.65	
	Total Project Costs				$ 19,587.58	

AMOUNT CARRIED FORWARD .....

jc cc: OSHD (D. Forbes)

US Department of Transportation
Federal Highway Administration

STATE COPY

FINAL ACCEPTANCE REPORT

REGION NUMBER	REPORT NUMBER	COUNTY	DIVISION
10	2	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
8/8/88	Ed Fischer, Assistant Area Engineer	IX-9810(4)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
11/24/86	4/26/88	98 %	Completed by 11/30/86

APPROVED EXTENSIONS	LOCATION
	See Below

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted. *A copy of the State's materials certificate and the contractors final wage certificate are attached to the Division office copy of this report. There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work*

S. E. 242ND AVE. - S. E. 257TH AVE. (GRESHAM-TROUTDALE)
S. E. STARK STREET
Grading, Paving, Illumination, Signals & Landscaping

This project provided for (1) reconstruction between the subject termini to provide a 66 foot curbed section having four 11-foot travel lanes, a 12-foot left-turn median and a 5-foot bike lane/shoulder on each side, (2) install illumination, (3) remove and install traffic signals at Stark Street and Gresham Community Hospital and at Stark Street and S. E. 257th Avenue, and (4) landscape.

The contract work was awarded to Oregon Asphalt Paving Co. on 9/12/85. Work started 3/3/86 and was completed 11/24/86. The final project cost underran the original authorization by approximately 15%. Major contributions to the underrun were raising the roadgrade due to utility conflicts, thereby reducing excavation by approximately 1300 cubic yards, and eliminating nearly 70% of Tack Coat called for in the plans because of minimum amount of time between lifts. There were no claims.

A final inspection was performed on April 3, 1987.

- EF -

RECEIVED
STATE HWY ENGR
AUG 15 '88
REFER TO
Info | Invest | R/D | Asst | File

*NOTE: Note applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Edward A. Fischer		SIGNATURE: Ed Zumbrunn (for Construction)	
TITLE: Assistant Area Engineer	DATE: 8/10/88	TITLE: District Engineer A	DATE: 8/10/88

FORM FHWA 1446B (Rev 1 87) PREVIOUS EDITIONS MAY BE USED.

10,126

May 13, 1988

CON 5 - 10,126

Safeco Insurance Company
4101 S. W. Kruse Way
Lake Oswego, OR 97034

Contract No. 10,126 awarded to Oregon Asphaltic Paving Co. for work on the S.E. 242nd Avenue-S.E. 257th Avenue (Gresham-Troutdale) Section of S.E. Stark Street in Multnomah County was completed on April 15, 1988, and accepted by the State Highway Division on April 26, 1988.

Final payment in the amount of $2,420.00 will be released to the contractor after May 18, 1988. The total contract amount is $1,326,757.66 including $10,530.34 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Oregon Asphaltic Paving Co.
P. O. Box 16537
Portland, OR 97216

bc: C. O. Fredrickson
Walt Hart
Hwy. Acctg.
Rick Kuehn

10,126

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10126

TO: Manager
Commission Services

DATE: April 26, 1988

FROM: Donald E. Forbes
State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10126 ,	On Site Work Substantially Completed	November 24, 1986
All Work Completed	April 15, 1988		
Project	SE 242nd Ave.-SE 257th Ave. (Gresham-Troutdale)		
Highway	SE Stark Street		
County	Multnomah		
Type of Work	Grade, Pave, Illum., Signals, Landscape		
Contractor	Oregon Asphaltic Paving Co.		

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

SURETY WRITTEN 5/13/88

RECEIVED
MAY 05 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9810(4)
2. STATE PROJECT NO.:

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:
5. ITEM NO.: 40085

2A. COUNTY NAME: Multnomah

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: February 4, 1987

8. FEDERAL ROUTE NUMBER: FAU 9810

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

S. E. 242nd Ave. - S. E. 257th Ave. (Gresham-Troutdale)

11. GENERAL DESCRIPTION OF WORK

Permanent Striping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON A FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/4/87 as requested in Mr. Fredrickson's letter of 10/29/87 as being cost effective for the use of Multnomah County forces to proceed with the above work.

State Force Order No. 1 Sup. is approved to a TEC of $4,286.67; Federal Funds $3,643.

RECEIVED
STATE HWY ENGR
NOV 10 '87
REFER TO
Hilmoe
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE: 11/12/87

15. SIGNATURE OF APPROVING OFFICIAL: J. H. Hamblock

16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,126

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STAT HWY ENGR
APR 27 '87
REFER TO
In Reply Refer to
File No.
Info | Invest | R/D | D/R | | | File

CON 5
10126

DATE: April 22, 1987

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-9810(4)

Contract 10126, Work Completed November 24, 1986

Project SE 242nd Ave.-SE 257th Ave. (Gresham-Troutdale)

Highway SE Stark Street

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date April 3, 1987

Dale E. Wilken
Division Administrator

BMW:ll

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

NOTED
LARRY RULIEN
RECEIVED
APR 23 1987
OREGON DIVISION

jc cc: OSHD (L. W. Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION XX FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Multnomah	Oregon

IN COMPANY WITH: Mike Smith; OSHD, Dick Westrup; Multnomah County
Brick Obey and Jim Bunyard; Oregon Pacitic Paving Co.

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
4/3/87	W. H. Kappus, Area Engineer and Larry Heil, Assistant Area Engineer	IX-9810(4)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	98 %	100 %

S. E. 242ND AVE. - S. E. 257TH AVE. (GRESHAM - TROUTDALE)
S. E. STARK STREET
Grading, Paving, Illumination, Signals & Landscaping

This project provided for (1) reconstruction between the subject termini to provide a 66 foot curbed section having four 11-foot travel lanes, a 12-foot left-turn median and a 5-foot bike lane/shoulder on each side, 2) install illumination, (3) remove and install traffic signals at Stark Street and Gresham Community Hospital and at Stark Street and S. E. 257th Avenue, and (4) landscape.

The contract work was awarded to Oregon Asphalt Paving Co. on 9/12/85. Work started March 3/3/86 and was completed 11/24/86. The final project cost of approximately $1,507,205 underran the original authorization by approximately 6%. Due to utility conflicts, it was decided to raise the road grade approximately 1 foot for 1,400 feet resulting in a 21% underrun of general excavation. There was a $5,000 penalty for low compaction of the 11" bituminous base and a $3,000 bonus for top lift asphalt concrete. There were no claims.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

NOTED
L. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 16 '87
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form FHWA-1446A
(Rev. 2-84)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION)	S.E. 242nd Avenue - S.E. 257th Avenue
WEEK ENDING	Jan. 3, 1987
CONTRACT NO	10126
HIGHWAY	S.E. Stark Street
COUNTY	Multnomah
F A PROJECT NO	IX - 981000 4
CONTRACTOR	Oregon Asphaltic Paving Company
KIND OF WORK	Grading, Paving & Signals
DATE OF AWARD	8-27-85

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 1,609,589.00

ESTIMATED PROJECT COST $ 1,609,589.00

ESTIMATED PERCENT OVERRUN/UNDERRUN %

ENGINEERING

AUTHORIZATION $ 114,450.72

COST THIS WEEK $

TOTAL TO DATE $ 149,462.47

PERCENT OF AUTHORIZATION 130.59 %

FIRST NOTIFICATION DATE: 3-3-86

ESTIMATED DATE OF COMPLETION, OR: 11-30-86

SECOND NOTIFICATION DATE AND: 11-24-86

ESTIMATED SEMIFINAL SUBMITTAL DATE: 1-31-87

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: WORKERS:

PERCENT CONTRACT WORK COMPLETED: 100 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
Fixed Date	11-30-86				

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	CLEARING
ORIG. CONTRACT QUANTITIES	26,642 c.y.	22,470 tons	7,930 tons			
EST. CORRECTED QUANTITIES	23,978 c.y.	18,558 tons	6,950 tons	$120,000	$35,000	$20,000
EST. PERFORMED TO DATE	23,978 c.y.	18,558 tons	6,950 tons			
PERCENT PERFORMED TO DATE	100 %	100 %	100 %	100 %	100 %	100 %

ACTIVITIES THIS WEEK:

Quantities, documentation, etc., being worked on by Multnomah County for finalization.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Continue working on finaling out project.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): R. Westrup

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

jc

U. S. DEPARTMENT OF TRANSP[illegible]ION
FEDERAL HIGHWAY ADMIN[illegible]TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9810(4)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40085

2A. COUNTY NAME: Multnomah

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: August 12, 1986

8. FEDERAL ROUTE NUMBER: FAU 9810

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

S. E. 242nd Ave. - S. E. 257th Ave. (Gresham - Troutdale) Section

11. GENERAL DESCRIPTION OF WORK

Permanent Signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS XXXXXXXXXXXXXXXXX
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 8/12/86 as requested in Mr. Fredrickson's letter of 9/9/86 as being cost effective for the use of Multnomah County forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $4,840;
Federal Funds $4,114.

RECEIVED
STATE HWY ENGR
SEP 19 '86
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/18/86	D. K. Hansen	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 1, 1985

IN REPLY REFER TO
FILE NO.:
CON 5 - 10,126

Oregon Asphaltic Paving Co.
11760 East Glisan
P. O. Box 16537
Portland, OR 97216

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

Contract No. 10,126 for work on the S.E. 242nd Avenue-S.E. 257th Avenue (Gresham-Troutdale) Section of S.E. Stark Street in Multnomah County.

A copy of this contract is also being sent to the surety on your performance and payment bond.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Safeco Insurance Company
of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Mike Smith, Liaison
Merle Anderson
L. E. George

Fred Veith
Multnomah County
2115 S. E. Morrison St.
Portland, OR 97214

731-0188

Oregon Asphaltic Paving Co.

ASPHALTIC CONCRETE PAVING • *Roads - Industrial Areas - Shopping Centers - Sub Divisions - Yard and Warehouse Areas*

PHONE 252-1497 1220 S. E. 190TH AVENUE PORTLAND, OREGON 97233

August 23, 1985

Office of Commision Services
Room 121 State Transportation Bldg.
Salem, Oregon 97310

REF: DBE/WBE Goals S.E. 242nd Ave. to S.E. 257th Ave.
S.E. Stark St. #IX-9810(4)

The following will be our DBE/WBE Subcontractors:

Dirt and Aggregate Interchange (DBE)
20905 N.E. Sandy Blvd.
Troutdale, Oregon 97060

Item # 1:	Mobilization	L.S.		6,895.00
Item #10:	Trench Excavation 1517 CY	@ 12.00		18,204.00
Item #21:	8" Concrete Pipe 598 LF	@ 14.50		8,671.00
Item #22:	12" Concrete Pipe 799 LF	@ 19.00		15,181.00
Item #23:	18" Concrete Pipe 492 LF	@ 24.50		12,054.00
Item #24:	Tap Manholes 11 EA	@ 300.00		3,300.00
Item #25:	Core Existing Storm Sewer 10 EA	@ 500.00		5,000.00
Item #26:	Concrete Manholes Type A-P 3 EA	@ 1400.00		4,200.00
Item #33:	Adjusting Manholes 14 EA	@ 300.00		4,200.00
Item #34:	Reconstructing Manholes 9 EA	@ 1400.00		12,600.00
			(6.4%)	90,305.00

Butler Development (DBE)
P.O. Box 5827
Vancouver, WA 98668

Item # 3:	Temporary Signs 350 SF	@ 7.95		2,782.50
Item # 4:	Temporary Barricade 10 EA	@ 60.00		600.00
Item # 5:	Temporary Plastic Markers 80 EA	@ 50.00		4,000.00
Item # 6:	Flaggers 1000 HRS	@ 16.00		16,000.00
Item #36:	Single Mailbox Supports 4 EA	@ 70.00		280.00
Item #37:	Multiple Mailbox Supports 1 EA	@ 100.00		100.00
Item #38:	Concrete Mailbox Collars 1 EA	@ 25.00		25.00
Item #20:		L.S.		39,445.00
			(4.5%)	63,232.50

Aichele Landscaping (WBE)
11360 SE Stevens Rd.
Portland, Oregon 97266

Item #43:	Relocate Existing Hedge	L.S.		2,000.00
Item #44:	Seeding,Fertilizing, Mulching 733 SY	@ 1.60		1,782.80
			(.2%)	3,782.80

Oregon Asphaltic Paving Co.

ASPHALTIC CONCRETE PAVING • *Roads - Industrial Areas - Shopping Centers - Sub Divisions - Yard and Warehouse Areas*

PHONE 252-1497 | 1220 S. E. 190TH AVENUE | PORTLAND, OREGON 97233

Fletcher Trucking Inc. (WBE)
1129 NE 238th Dr.
Troutdale, Oregon 97060

Miscellaneous Trucking	(.8%)	11,000.00

Summary

Dirt and Aggregate			90,305.00
Butler Development			63,202.50
	Total DBE	10.9%	153,507.50
Fletcher Trucking			11,000.00
Aichele Landscaping			3,782.80
	Total WBE	1.0%	14,782.80

Very Truly Yours,

Gary E. Polson
Estimator

RECEIVED
AUG 27 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

September 19, 1985
IN REPLY REFER TO
HFO.6-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Projects IX-9810(-), IX-9810(2)
242nd - 257th Section
221st - 242nd Section
Stark Street
Multnomah County

We have reviewed the environmental classification attached to Mr. Gilmour's letter of September 11, 1985, for the 221st - 242nd section. The environmental document for the 242nd - 257th section approved on July 22, 1985, indicated no immediate need for improvements between 221st and 242nd. Obviously the logical termini selection and project scheduling was in error. Segmenting of these projects is a violation of the National Environmental Policy Act (NEPA). However, we agree with the classification of both sections as a class III requiring the preparation of an Environmental Assessment. The EA for the 221st - 242nd section should reference the prior EA and discuss the overall impact of the improvements to both sections.

Please review plans for remaining segments of Stark Street that may be proposed for improvement within the forseeable future and include them in this document. You may also want to include the 242nd Avenue project since it is interconnected.

In the event of similar occurrences in the future it will be our intent to withdraw Federal funding from both units. Please advise local agencies of the need for orderly project advancement leading toward compliance with environmental requirements.

Sincerely yours,

G. K. Hoosner
for Dale E. Wilken
Division Administrator

9/23/85 Gilmour!
Please TAA

RECEIVED
STATE HWY ENGR
SEP 20 '85
REFER TO
Hunter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					X	

cc:
OSHD (G. Potter, Program)
OSHD (C. Gilmour, Environ)

10,126

August 28, 1985

PRO

Larry F. Nicholas, P.E.
County Engineer
Engineering Services
2115 S.E. Morrison Street
Portland, OR 97214

Subject: S.E. 242nd Ave. - S.E. 257th Ave.
Stark Street, IX-9810(2)

Dear Mr. Nicholas:

On August 22 the Highway Division received a satisfactory bid from Oregon Asphaltic Paving Company, Portland, Oregon 97215 for the subject project.

The County share and advance deposit based on their bid is computed as follows:

Contractor's Bid		$1,412,133.60
Anticipated Additional Items:		
Permanent Signing	$4,840.00	
Permanent Striping	2,200.00	
Signal Controller Testing	3,200.00	
State Furnished Chips & Software	750.00	
Signal Program	1,200.00	
EEO Monitoring (0.5%)	6,422.90	18,612.90
SUBTOTAL		$1,430,746.50
Contingencies (4-1/2%)		64,383.59
Engineering (8%)(By County - not in computation)		-0-
SUBTOTAL		$1,495,130.09
Preliminary Engineering by State		24,000.00
TOTAL FOR COMPUTING COUNTY SHARE		$1,519,130.09
COUNTY SHARE & ADVANCE DEPOSIT:		
15% of $1,519,130.09 =		$ 227,869.51
	ROUNDED =	228,000.00

Rec'd 9-9-85
LGIP
& Pwr./Hwy
Awarded 9-12-85

We will award the contract when we receive your $228,000 advance deposit which should arrive no later than September 13, 1985. You may use one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

GEZ:me
Attachment
bc: w/AD #85-90 Rev.: Wayne Schulte, Metro Region
V.E. Skoog - Please return completed #AD 85-90 Rev. when deposit is received.

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION SE 242nd - SE 257th
HIGHWAY Stark Street No.

COUNTY Multnomah NO. 26

REGION Metro

AUTHORIZATION NO. 2

PROJECT EA C226-1908

DATE 8-9-85

SURVEY AUTHORITY

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
900 PROJECT ENGINEERING, FIELD OFFICES	1000	1,000	1,000
901 PROJECT ENGINEERING, OTHER OFFICES	N/A	20,000	20,000
	N/A		
902 CITIZEN'S INVOLVEMENT	N/A		
903 FINAL DESIGN - BRIDGE AND FOUNDATION	74(-00)	2,000	2,000
	7420		
904 PRELIMINARY DESIGN	7110		
905 FINAL DESIGN	73(-00)	1,500	1,500
906 REDESIGN	73(--)		
907 F.T.P.D.I. DESIGN	73(-31)	1,000	1,000
908 FIELD TESTING	1094	1,000	1,000
909 RIGHT-OF-WAY DESCRIPTION	7511		
910 RIGHT-OF-WAY MAPS	7111		
911 RIGHT-OF-WAY APPRAISAL DESIGN	76(00-)	6,500	6,500
	76(-5)		
	1052	1,000	1,000
912 RAILROAD MAPS	73(--)		
913 RIGHT-OF-WAY LIAISON	7730	200	200

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
914 UTILITY LOCATION	7783	100	100
	1096	200	200
915 LANDSCAPE DESIGN	7114		
916 PHOTOGRAMMETRY SERVICES	7142		
917 INVENTORY DEEDS			
920 PROJECT PROGRAMMING	06(00)	200	200
921 SPECIFICATIONS AND ESTIMATES	7200	1,500	1,500
923 ENVIRONMENTAL STUDIES	75(00)	9,000	9,000
	75(--)		
	1091	1,000	1,000
925 AIR MONITORING	7510		
927 FREE BRIDGE DESIGN	74(--)		
	74(--)		
929 FREE BRIDGE SPECIFICATIONS	7200		
933 BASE DESIGN	7141	200	200
934 GEOTECHNICAL INVESTIGATION	7120	1,000	1,000
937 HYDRAULIC STUDIES	7143	200	200
949 SYSTEM STUDIES	N/A		
960 PROCESS PROJECT PROPOSALS	7144		
961 PREPARE HEARING STUDY DATA	7113		
962 RECONNAISSANCE SURVEYS	71(--)		
963 FIELD SURVEYS	7113	1,500	1,500

RECEIVED
AUG 15 1985
J Edwards
ROAD DESIGN SECTION

PDE
FDE
LE
SE
FPC
PDE
LPE
GTE

BPC
FISC
CA
Copy All
Return To
B/U ___/___/___

7320.1910 (1-87)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY (cont.)

KEY ID#

SECTION SE 2242nd - SE 257th

REGION Metro

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
764 PREPARE PERMITS	7000 F	100	100				
980 CONDUCT PUBLIC HEARING	N/A						
020 TRAINING	N/A						
050 AUDIT SERVICES	0500	800	800				

		TOTALS	$50,000 / $50,000
RIGHT-OF-WAY EA	FE FUNDING: Federal	PREVIOUS AUTHORIZATION	$24,000
FEDERAL AID PROJECT NUMBER IX-9810(2)		ADD. AUTH. REQUIRED	$26,000

LOCATION ENGINEER'S REMARKS

Additional thru PS&E

PREPARED BY: Original Signed By Curtis H. Duval	DATE: 9-2-83	APPROVED, ASST. HIGHWAY ENGINEER: X	DATE:
RECOMMENDED, REGION ENGINEER: X Original Signed By Edward Hardt	DATE: 9-29-83	SEC. OF STATE HIGHWAY ENGINEER, APPROVAL DATE: 10-19-83	
RECOMMENDED, LOCATION ENGINEER: X Bob Pond	DATE: 8-12-85	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE: 7-18-85	

10,126

8-7-85
Roy Bennett says he's not crazy about sending 2 deposits. Told him to drop us a note requesting they be allowed to send deposit after bids. GZ

August 2, 1985

Larry F. Nicholas, P.E.
County Engineer
Engineering Services
2115 S.E. Morrison Street
Portland, OR 97214

Subject: S.E. 242nd Ave.-S.E. 257th Ave.
Stark Street, IX-9810(2)

Dear Mr. Nicholas:

We have advertised the subject project for bid opening on August 22, 1985.

In keeping with the provisions of Agreement No. 8010, the County must submit an advance deposit representing 65 percent of the County share of the estimated construction costs. The County share and advance deposit is computed as follows:

Engineer's Estimate	$1,466,093
Less Construction Engineering (By County)	(104,253)
SUBTOTAL	$1,361,840
Less Federal Funds	(1,157,564)
COUNTY SHARE	$ 204,276

County Advance Deposit:
65% of $204,276 = $132,780

Please submit your $132,780 deposit using one of the three options for payment described in the attachment. Your deposit must be received by August 28 to prevent a delay in award of the contract. The Engineer's Estimate is confidential, please treat it accordingly.

Very truly yours,

Gary A. Potter, Manager
Program Section

GEZ:me
Attachments
bc: w/AD #85-90: Wayne Schulte, Metro Region
Vern Skoog - Please return completed AD #85-90 when deposit is received.

GZ

10,126

August 2, 1985

PRO

Larry F. Nicholas, P.E.
County Engineer
Engineering Services
2115 S.E. Morrison Street
Portland, OR 97214

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Gary A. Potter, Manager
Program Section

GEZ:me
Attachments
bc: w/AD #85-90: Wayne Schulte, Metro Region
Vern Skoog - Please return completed AD #85-90 when deposit is received.

6

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9810(4)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40085

2A. COUNTY NAME: Multnomah

6. TO:
Mr. E. S. Hunter
Acting State Highway Engineer
State of Oregon
Salem, Oregon 97310

RECEIVED
STAT HWY ENGR
AUG - 8 '85
REFER TO
Potter
FC...

7. DATE AUTHORIZATION EFFECTIVE: July 31, 1985

8. FEDERAL ROUTE NUMBER: FAU 9810

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:
S. E. 242nd Ave. - S. E. 257th aVe. (Gresham-Troutdale) Section

11. GENERAL DESCRIPTION OF WORK
Grade, pave, illumination, signals and landscape

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)*
  Anticipated items as shown in your "PS&E" Estimate dated 7-29-85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 7-29-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,465,271 Federal Funds $1,245,479.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing striping, to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/6/85	G. K. Hansen	For Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

jc

2501.21-8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1. FEDERAL-AID PROJECT NO. IX-9810(2) mult co

2. STATE PROJECT NO. See Below

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40085

2A. COUNTY NAME
Multnomah

6. TO
Mr. E. S. Hunter
Acting State Highway Engineer
State of Oregon
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
July 18, 1985

8. FEDERAL ROUTE NUMBER
FAU 9810

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
S. E. 242nd Ave. - S. E. 257th Ave. Section

11. GENERAL DESCRIPTION OF WORK
PS&E Preparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Includes Utility preparatory work TEC $26,000-F.F.$22,000
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 7-24-85.

FONSI issued 7-18-85/

RECEIVED
STAT HWY ENGR
AUG - 8 '85
REFER TO
Potter
FOH

Info	Invest	R/D	D/R	Sign	Jct	File

Orig. to 8/8

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/6/85	S. K. Hoesner	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH

In Reply Refer to File No.
ENV 3

DATE: August 5, 1985

TO: Executive Department, Federal Aid Coordination Unit
Intergovernmental Relations Division

FROM: Campbell M. Gilmour, Manager
Environmental Section

SUBJECT: Finding of No Significant Impact (FONSI)
S.E. 242nd Avenue - S.E. 257th Drive
S.E. Stark Street
Multnomah County
District No. 2B
IX-9810(2)

In accordance with the Council of Environmental Quality regulations for implementing the National Environmental Policy Act of 1969 (Public Law 91-190), you are hereby notified that the Federal Highway Administration has made a Finding of No Significant Impact (FONSI) for the subject project.

The FONSI is available to the public and can be obtained by contacting the Environmental Section, Oregon State Highway Division, 324 Capitol Street N.E., Salem, Oregon 97310, telephone 378-8486; or, the Federal Highway Administration, The Equitable Center, Suite 100, 530 Center Street N.E., Salem, Oregon 97301, telephone 399-5749.

CMG:gu

Attachment

bc: H. S. Coulter
E. S. Hunter
J. B. Boyd
D. O. Christensen
Bob Pool
W. J. Hart
G. A. Potter
Ed Hardt

RECEIVED
STAT HWY ENGR
AUG - 8 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

10,126 7-26-85

Section S.E. 242nd Ave. - S.E. 257th Ave. (Gresham-Troutdale) Programming Estimate $ _____

Highway S.E. Stark St. Project Length 0.8 mi/os

County Multnomah Completion Time Not later than Nov. 30, 1986

Kind of Work Grading, Paving, Illumination, Signals & Landscaping Est. Comp. Date 11-30-86

Prefix 226-1908-921 Letting Date August 22, 1985 Project No. IX-9810 (4)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 1,284,580 85

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	4840 00	
Permanent Pavement Striping	2200 00	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x _____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing	3200 00	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
State Supplied Chips and Software	750 00	
Signal Program	1200 00	
EEO/Labor Compliance Monitoring (.05%)	6422 90	
Adjust Utilities:		
		$ 18,612 90

Subtotal $ 1,303,193 85

Contingencies (4-1/2%) 58,643 72

Engineering (8, 9, 10%) 104,255 51

Subtotal $

Credit for _____ . . . . . _____

Estimated Net Authorization, Construction . . . . . $ 1,466,093 08

APPROVED cc: Wayne Schulte

Rec'd 7-26-85
G

_____
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	COUNTY	SHEET	OF
S.E. 242nd Ave.-S.E. 257th Ave. (Gresham-Troutdale)	Multnomah	1	3

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Grading, Paving, Illumination, Signals & Landscaping		0.8 Miles	7-24-85	Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Mobilization		Lump Sum	All	—	30,000 00
	Temporary Protection and Direction of Traffic		Lump Sum	All	—	10,000 00
	Temporary Signs		Sq. Ft.	350	6 00	2100 00
	Temporary Barricades		Each	10	80 00	800 00
	Temporary Plastic Safety Markers		Each	80	30 00	2400 00
	Flaggers		Hour	1000	15 00	15,000 00
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	—	10,000 00
	General Excavation		Cu. Yd.	26,642	5 00	133,210 00
	Extra for Pavement Removal		Lump Sum	All	—	5000 00
	Trench Excavation		Cu. Yd.	1517	5 25	7964 25
	Finishing Roadbed and Slopes		Lump Sum	All	—	6000 00
	Watering		M-Gal	50	10 00	500 00
	Bituminous Base Mixture		Ton	20,200	14 00	282,800 00
	Asphalt in Bituminous Base Mixture		Ton	1140	185 00	210,900 00
	1"-0 Aggregate Base		Ton	1130	7 00	7910 00
	Class "B" or Class "C" Asphalt Concrete Mixture		Ton	7500	17 00	127,500 00
	Asphalt Cement in Mixture		Ton	430	185 00	79,550 00
	Asphalt in Tack Coat		Ton	132	225	29,700 00
	Concrete Stairs		Lin. Ft.	44	20 00	880 00

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	COUNTY	SHEET OF
S.E. 242nd Ave - S.E. 257th Ave. (Gresham-Troutdale)	Multnomah	2 3

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Grading, Paving, Illumination, Signals & Landscaping		0.8 Miles	1-24-85	Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Noise Barrier Wall		Lump Sum	All	—	20,000.00
	8-inch Concrete Pipe		Lin.Ft.	598	10.00	5980.00
	12-inch Concrete Pipe		Lin.Ft.	799	17.00	13,583.00
	18-inch Concrete Pipe		Lin.Ft.	492	19.00	9348.00
	Tap Manholes		Each	11	300.00	3300.00
	Core Existing Storm Sewer		Each	10	200.00	2000.00
	Concrete Manholes, Type "A-P"		Each	3	1600.00	4800.00
	Concrete Inlets, Type CG-1		Each	26	400.00	10,400.00
	Concrete Inlets, Type G-1		Each	3	400.00	1200.00
	4-inch Concrete Walks and Driveways		Sq.Yd.	3300	11.00	36,300.00
	6-inch Concrete Driveways		Sq.Yd.	300	13.00	3900.00
	Concrete Curbs, Type C		Lin.Ft.	6720	4.00	26,880.00
	Extra for Asphalt Approaches		Each	11	100.00	1100.00
	Adjusting Manholes		Each	14	200.00	2800.00
	Reconstructing Manholes		Each	9	700.00	6300.00
	Setting Monument Boxes		Each	1	100.00	100.00
	Single Mailbox Supports		Each	4	120.00	480.00
	Multiple Mailbox Supports		Each	1	200.00	200.00
	Concrete Mailbox Collars		Each	1	50.00	50.00

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION		COUNTY	SHEET	OF
S.E. 242nd Ave.-S.E. 257th Ave. (Gresham-Troutdale)		Multnomah	3	3
KIND OF WORK: Grading, Paving, Illumination, Signals & Landscaping	KEY NUMBER	LENGTH: 0.8 Miles / DATE: 7-24-85	NAME: Vincent	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	ILLUMINATION					
	Roadway Illumination		Each	26	400.00	10,400.00
	Street Light Poles		Each	21	720.00	15,120.00
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete					
	(Hospital)		Lump Sum	All	-	70,000.00
	Traffic Signal Installation, Complete					
	(S.E. 257th Ave.)		Lump Sum	All	-	75,000.00
	LANDSCAPING					
	Relocating Existing Hedge Plants		Lump Sum	All	-	1000.00
	Seeding, Fertilizing and Mulching		Sq. Yd.	733	2.90	2125.70
						$ 1,284,580.95

CON 31-8
7/24/85
LS

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO

Date: July 24, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
W. H. WAKERLEE

From: For Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40085
Project No. IX-9810(2)
S.E. 242nd Ave.-S.E. 257th Ave. (Start Street) Section
County Road
Multnomah County

I request authorization to proceed with the PS&E preparation, and utilize Appn Code 177 funds for preliminary engineering phase on the subject project. Concurrent with approval of the FONSI at an estimated cost of $26,000 with an obligation of $22,000 in federal funds.

Enclosed are copies of a revised project agreement estimate and modification of project agreement (PR-2A) reflecting the above.

DDB:bkb
Enc.
cc: E.L. Hardt, Metro
Gary Zehner
Wayne Schulte, Metro
General Files

Form 734-3122

FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

for

OREGON PROJECT IX-9810(2)

S.E. STARK ST - S.E. 242nd to 257th Avenue
Multnomah County

The FHWA has determined that this project will not have a significant impact on the human environment. This finding is based on the attached environmental assessment which has been independently reviewed by the FHWA and found to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

7/22/85
Date

Robert B. Hathaway
Asst Division Administrator
Oregon Division
Salem, Oregon

RDE
FDE
LE
(COPY) SE
2 FPO
PDE
LFE
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RECEIVED
AUG 8 1985
ROAD DESIGN SECTION

BPO
Copy All
Return To
B/U

/ Edwards E

S.E. STARK STREET WIDENING PROJECT
S.E 242nd Avenue to S.E. 257th Drive
Cities of Gresham and Troutdale
Multnomah County, Oregon

REVISED ENVIRONMENTAL ASSESSMENT

JULY 1985

Multnomah County has selected the Build Alternative, described in the original Environmental Assessment, for construction.

The Environmental Assessment for this project was released for public review on 23 May 1985. At that time, public notices were issued announcing the availability of the Environmental Assessment and the opportunity for requests for a public hearing. During the 30-day review period, no requests for a hearing were received.

The only comment received was from the Oregon Department of Environmental Quality, supporting inclusion of the proposed noise wall in the project at the Village Apartments (See attachment). The original Environmental Assessment was consistent with this comment. Therefore no revisions to the text will be made. The apartment owners were contacted and furnished with a copy of the Environmental Assessment. They returned no comments, giving tacit approval to the noise wall, which now will be included in the construction plan, as proposed.

The Original Environmental Assessment is, along with this page, now the Revised Environmental Assessment. The original text is not attached, since most recipients already have a copy. Copies of the original Environmental Assessment are available on request from Multnomah County.

The State Historic Preservation clearance letter, which was not received in time for publication in the original Environmental Assessment, is attached.

OREGON INTERGOVERNMENTAL PROJECT REVIEW

Management Services Div.
Department of Environmental Quality

RECEIVED
MAY 24 1985

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Multnomah County

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

STATE AGENCY REVIEW

Project Number: OR 850523-045-4 Return Date: JUN 14 1985

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section.)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section.)

(✓) Additional comments for project improvement. (Attach if necessary.)

REMARKS (Please type or print legibly)

The Department strongly encourages the inclusion of the proposed "sound wall" at the Village Apartments in the final design.

Agency DEQ

for John Hector
By Howard W. Harris

IPR #2

Phone Number 229-6086

10,126

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

7-19-85

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX 9810(2) Prefix: C226-1908
Project Name S.E. 242nd Avenue-257th Avenue
Stark Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 19th day of July, 1985

County of Multnomah

Larry F. Nicholas
County Engineer

Certified By:

for Regional Right-of-Way Supervisor
Date 7/24/85

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

10,126

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: July 9, 1985

In Reply Refer to File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 40085
Project No. IX-9810(4)
S.E. 242nd Ave.-S.E. 257th Ave. Section
County Road
Multnomah County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on August 22, 1985.

Clearinghouse review conclusions were previously submitted.

DRH:pf
Attachments

cc: E. L. Hardt, Metro Region
Wayne Schulte, Metro Region
Gary Zehner, w/attach.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

7-9-85

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD																
2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.				
		Co. Rd., Stark Street			16,000	- - - -	- -	10	Oregon	41	177	40085				
3	CHARACTER OF PROPOSED WORK (33 typewriter spaces)		NATL. FOREST	F/A ROUTE NO.	SUPV. ADCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.		
	Gr., Dr., H-T Pave, Illum., Tr. Sig. & Lscp.									IX-	9810	(4)				
4	CLASS OF FEDERAL FUNDS				COUNTY NAME					CODE	PROGRAM STAGE					
	Interstate Transfer				Multnomah					051						
	NAME OF URBAN AREA				ROUTE NO.	FEDERAL-AID		STATE		U.S.						
	Portland				U	9810	UM	Co. Rd.		- - - -	1 OR	2				

CARD	LINE NO.	CHARGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
5					PE								
5					ROW								
5					CONST (CODE) I000 Y031	(04)	"S.E. 242nd Ave.- S.E. 257th Ave. Sec."	0.803	1,375,000	1,168,750	- - - -	206,250	
							PROJECT TOTALS	0.803	1,375,000	1,168,750	- - - -	206,250	

CARD	CODE	PREPARED BY	PROGRAM APPROVAL DATES	REMARKS
1	14	DRH:pf	10-1-83	Additional Data: Item No. 40085; Project No. IX-9810(2).

Key No. 02036

-OVER-

USCOMM DUBCOMM-DC 48903-P61

S.E. 242ND AVE.-S.E. 257TH AVE. SECTION

Remarks continued:

PROJECT DATA: Work under this project consists of 1) grade, drain and High-type pave to provide a 66-foot curbed section having four 11-foot travel lanes, a 12-foot left-turn median and 5-foot bike lane/shoulder on each side; 2) install illumination as directed; 3) remove and install traffic signals at Stark St. and Gresham Community Hospital and at Stark St. and S.E. 257th Ave.; 4) landscape as directed; 5) adjust utilities as required; and 6) incidentals common to this type of project.

MAINTENANCE AND ACCOMMODATION OF UTILITIES: A State-County Agreement No. 8010 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) FHPM 30-4.1 (FHPM 6-6-3-2) was executed 2-15-84.

DATA FOR FHWA 37's:	TYPE CODE	COST
	I000	$1,210,000
	Y031	$ 165,000

NOTE: 1) This project is in Congressional District No. 3.

2) Included in 6 YR. HIP on page 119 and included in FY '85 Status Report.

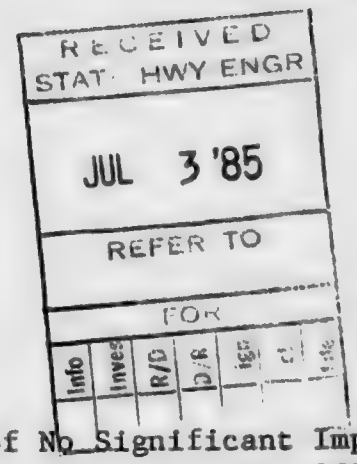
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

In Reply Refer to
File No.:
ENV 3

July 1, 1985



Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

RE: Finding of No Significant Impact (FONSI)
S.E. 242nd Avenue to S.E. 257th Drive
S.E. Stark Street Widening Project
Cities of Gresham and Troutdale
Multnomah County
IX-9810(2)

Dear Mr. Wilken:

Enclosed is the Environmental Assessment previously approved for the subject project. It has been revised to reflect input received during the public and agency review period and documents the basis for project selection. I concur with the conclusion of the Environmental Assessment that no significant impacts on the environment will result from implementing the proposed project.

If you agree, please make a separate written Finding of No Significant Impact (FONSI), incorporating the Environmental Assessment, as required by 23 CFR 771.121.

Please return the FONSI when it has been signed for our use in notifying the state clearinghouse and the public of the decision.

Sincerely,

ORIGINAL SIGNED BY
CAM GILMOUR

Campbell M. Gilmour, Manager
Environmental Section

CMG:gu

Attachments (4)

bc: H. S. Coulter
E. S. Hunter
Bob Pool
G. A. Potter
E. L. Hardt
Eb Engelmann

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: June 28, 1985

FROM: Campbell M. Gilmour, Manager
Environmental Section

SUBJECT: Revised Environmental Assessment
S. E. 242nd Avenue to S.E. 257th Drive
S.E. Stark Street Widening Project
Cityies of Gresham and Troutdale
Multnomah County

The subject document in the form of a revised Environmental Assessment has been reviewed and determined to adequately cover the natural and social environmental impacts of the project. The document concludes that the project will not have environmental impacts of sufficient magnitude to warrant the processing of an environmental impact statement.

If you agree, please sign below and return the memo to this office. The Federal Highway Administration will then be asked to make the formal Finding of No Significant Impact (FONSI), as required by 23 CFR Part 771.121.

6-28-85
Date

E S Hunter
E. S. Hunter
Assistant State Highway Engineer
Concur

CMG:leb

Attachment

cc: D. O. Christensen
Bob Pool
G. A. Potter
E. L. Hardt

81-125-1307

VICTOR ATIYEH
GOVERNOR

Executive Department

155 COTTAGE STREET NE., SALEM, OREGON 97310

ENVIRONMENTAL SECTION
June 21, 1985

June 18, 1985

cc: E. S. Hunter
G. A. Potter
D. O. Christensen
Bob Pool
W. J. Hart
E. L. Hardt
Jef Kaiser
Maury Payne
Dale Wilken

Campbell M. Gilmour, Manager
Environmental Section
Oregon State Highway Division
324 Capitol Street NE
Salem, OR 97310

E.S

SUBJECT: S.E. Stark Street Widening Project
PNRS # OR850523-045-4

Thank you for submitting the subject Environmental Assessment for State of Oregon review and comment.

The Department of Environmental Quality has submitted the attached comments for your consideration.

Sincerely,

INTERGOVERNMENTAL RELATIONS DIVISION

Dolores Streeter

Dolores Streeter
Clearinghouse Coordinator

DS:bm
Enclosure

cc:Dale Wilkens, FHWA

RECEIVED
STATE HWY ENGR
JUN 24 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

OREGON INTERGOVERNMENTAL PROJECT REVIEW

Land Use Planning & Management Services Div.
Department of Environmental Quality

RECEIVED
MAY 24 1985

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Multnomah County

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

S T A T E A G E N C Y R E V I E W

Project Number: OR 850523-045-4 Return Date: JUN 14 1985

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section.)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section.)

(✓) Additional comments for project improvement. (Attach if necessary.)

REMARKS (Please type or print legibly)

The Department strongly encourages the inclusion of the proposed "sound wall" at the Village Apartments in the final design.

Agency DEQ

for John Hector
By Howard W. Harris

IPR #2

Phone Number 229-6086

OREGON PROJECT REVIEW ACKNOWLEDGMENT

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

OR 850523-045-4

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

Applicant: ODOT
Project Title: SE Stark Street Widening Project
Date Received: 5/23/85 (Start of 30-day review period)
PNRS #: OR850523-045-4 BE SURE TO PLACE THIS NUMBER ON YOUR APPLICATION BEFORE SUBMITTING TO FEDERAL AGENCY.

Your project notice has been assigned the file title and number that appear above. Please use it in correspondence and, if applicable, enter it in Block 3A on the 424 form for the project. YOUR PROJECT NOTICE MUST ALSO BE SUBMITTED FOR REVIEW TO ANY AFFECTED AREAWIDE CLEARINGHOUSE.

[ ] FEDERAL GRANT [ ] HUD HOUSING [ ] DIRECT FEDERAL DEVELOPMENT
[X] ENVIRONMENTAL ASSESSMENT [ ] DRAFT EIS [ ] FINAL EIS
[ ] STATE PLAN/AMENDMENT

NOTE: Your project was circulated to state agencies checked below.

ECONOMIC DEV. & CONSUMER SVCS
[ ] Agriculture
[X] Soil and Water
[ ] Economic Development
[ ] Fire Marshal
[ ] Housing
[ ] Labor
[ ] Real Estate

EDUCATION
[ ] Education
[ ] Educ. Coord. Comm.
[ ] Higher Education

EXECUTIVE
[ ] Budget

TRANSPORTATION
[ ] Aeronautics
[ ] Director
[ ] Highway Division
[X] Historic Preservation
[ ] Parks Division
[ ] Public Transit

NATURAL RESOURCES
[X] Governor's Office
[X] DEQ
[X] Energy
[X] Fish and Wildlife
[X] Forestry
[X] Geology
[X] Lands
[X] LCDC
[X] Water Resources

HUMAN RESOURCES
[ ] Adult & Family Services
[ ] Children's Services
[ ] Community Services
[ ] Corrections
[ ] Employment
[ ] Health
[ ] Mental Health
[ ] Senior Services
[ ] Vocational Rehabilitation

MISCELLANEOUS
[ ] Dev. Disabilities Council
[ ] Extension Service
[ ] Other

State Clearinghouse use only:
State Agency Due Date: _____
Federal Agency: _____
County: _____

5/31/85
cc: Environmental
Rd Design

RECEIVED
STATE HWY ENGR
MAY 31 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ENVIRONMENTAL SECTION
May 29, 1985

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
G. A. Potter
Don Trout
D. O. Christensen
W. J. Hart
L. E. George
Bob Pool
E. L. Hardt
Jef Kaiser

DISTRIBUTION LIST FOR ENVIRONMENTAL ASSESSMENT

SECTION SE 242nd - SE 257th DATE OF DISTRIBUTION 5-22-85

HIGHWAY SE Stark St. FEDERAL AID NO. IX-9810(2)

COUNTY Multnomah

G. A. Potter, Program Management	1	✓
D. O. Christensen, Road Design	~~3~~	✓
Bob Pool, Location	1	✓
D. N. Harwell, Program Management	1	✓
W. J. Hart, Bridge	1	✓
J. B. Boyd, Right-of-Way	1	✓
D. E. Wilken, FHWA	2*	✓
Jim Bottom, Public Affairs	1	✓
Don Keyes, Location	1	✓
Region Engineer	1	Ø
Region Right-of-Way Supervisor	1	Ø
Oregon Environmental Council (Form 31)	1	✓
Executive Department (See next page)	15	✓
Historical Protection League of Oregon (Also send copy of Cultural Resources Report)	1	✓
Oregon Historical Society (Also send copy of Cultural Resources Report)	1	✓
Local Chapter(s) of Historical Societies (Determined on a project by project basis)	1	✓
Local Planning Department (See research staff for name of cultural inventory contact) (Also send copy of Cultural Resources Report)	1	—
Region (Type Form 7 and send a copy of Form 8)	—	Ø
General Files - Highway Division	1	✓
Pieter Dykman	1	✓
Steve Lindland	1	✓
Eb Engelmann	1	Ø ✓
Project Manager	1	Ø
Environmental Section Library (+1-Master File)	11	✓
U.S. Department of Interior, National Park Service (San Francisco) (Also send copy of Cultural Resources Report)	1	✓
Advisory Council on Historic Preservation (Also send copy of Cultural Resources Report)	1	✓

PAGE 1 SUBTOTAL —

*Send 4 if 4(f) is involved.

RECEIVED
STATE HWY ENGR
MAY 23 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DISTRIBUTION LIST (Cont.) Section_____

STATE AGENCIES: Send all following copies to Clearinghouse. (Form 6)
Always allow 1 extra copy for Clearinghouse.

Dept. of Agriculture	1	✓
Dept. of Economic Development	1	✓
Dept. of Energy	1	✓
Dept. of Environmental Quality	1	✓
Dept. of Fish and Wildlife	3	✓
Dept. of Forestry	1	✓
Dept. of Geology & Mineral Resources	1	✓
Dept. of Land Conservation & Development	1	✓
Dept. of Water Resources	1	✓
Dept. of State Lands	1	✓
State Historic Preservation Office (Also send a copy of the Cultural Resources Report)	1	✓
State Parks Branch	1	✓
	SUBTOTAL	15 (+1 for Clearinghouse)

OTHERS:

U.S. Department of Interior (if 4(f) is involved)	7	___
U.S. Coast Guard (if Coast Guard permit needed)	1	___
Corps of Engineers (if Section 404 permit needed)	1	___
U.S. Fish and Wildlife Service (if Section 404 permit needed)	1	___
	PAGE 2 TOTAL	___

Send a copy of the Noise Study Report to John Hector, DEQ; and a copy of the Air Quality Report to Howard Harris, DEQ.

Also follow Cultural Resources Distribution which follows FEIS procedures.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

ENV 3

May 22, 1985

Executive Department
Intergovernmental Relations Division
Federal Aid Coordination Unit
155 Cottage Street N.E.
Salem, OR 97310

RE: Environmental Assessment
S.E. 242nd Ave. to ,S.E. 257th Dr.
S.E. Stark Street
Multnomah County
District No. 2b
IX-9810(2)

In accordance with the Council of Environmental Quality regulations for implementing the National Environmental Policy Act of 1969 (Public Law 91-190), attached are copies of the Environmental Assessment for your review and comment.

Your reply upon receipt of this Environmental Assessment is anticipated within the 30 day period established by the Council on Environmental Quality.

If you need additional information concerning this project, please contact the Environmental Section, Oregon State Highway Division, 324 Capitol Street N.E., Salem, Oregon 97310.

Sincerely,
ORIGINAL SIGNED BY
CAM GILMOUR

Campbell M. Gilmour, Manager
Environmental Section

RECEIVED
STATE HWY ENGR
MAY 24 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Let | File

CMG:lm

Attachments

bc: D. E. Wilken
E. S. Hunter
Don Trout
F. J. Hardt

10,126

5-1-85

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

IX-9810(2)

S.E. STARK STREET WIDENING PROJECT

S.E 242nd Avenue to S.E. 257th Drive
Cities of Gresham and Troutdale
Multnomah County, Oregon

ENVIRONMENTAL ASSESSMENT

Submitted pursuant to 42 USC 4332(2)(c)

U.S. Department of Transportation
Federal Highway Administration
and
Oregon Department of Transportation

4-16-85
Date

Assistant State Highway Engineer

5/1/85
Date

For Division Administrator, FHWA

The following persons may be contacted for further Information:

Dale Wilken, Administrator
Federal Highway Administration
The Equitable Center
530 Center Street, NE
Salem, Or 97301 (503) 399-5749

Campbell Gilmour, Manager
Environmental Section
Oregon State Highway Division
324 Capitol Street, N.E.
Salem, OR 97310 (503) 378-8486

Abstract:

The proposed project lies on the common boundary between the cities of Troutdale and Gresham, east of Portland, Oregon. The project section currently has two lanes, with a left turn lane at major intersections. The proposal would widen the roadway to four lanes plus left turn median, bicycle lanes and sidewalks, to relieve existing congestion and accommodate increasing traffic from surrounding land development. The project is consistent with air quality standards and land use plans and proposes noise mitigation measures.

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SOUTHEAST STARK STREET
ENVIRONMENTAL ASSESSMENT

I. PROJECT LOCATION

The Southeast Stark Street Project is located within the urban growth boundary of East Multnomah County (Figure 1). The project runs west to east, beginning at the 242nd Avenue (Hogan Drive) intersection and ending at a point approximately 700 feet east of the 257th Drive (Kane Road) intersection. SE Stark Street is the common boundary between the City of Troutdale, on the north, and the City of Gresham, on the south. Note that Gresham refers to 242nd Avenue as Hogan Drive and Troutdale refers to 257th Drive as Kane Road. For purposes of this study, they shall be referred to as 242nd Avenue and 257th Drive, respectively.

II. PURPOSE AND NEED

The purpose of the project is to increase the capacity of Stark Street which currently carries 16,000 vehicles per day (Table 1). New development proposed or underway on both the north and south sides will result in a significant increase in trips on Stark Street. In particular, the newly constructed Gresham Community Hospital has opened, adding 1,600 vehicle trips per day in late 1984. The hospital traffic is projected to increase to 7,100 additional vehicle trips per day by 1990 (Table 3).

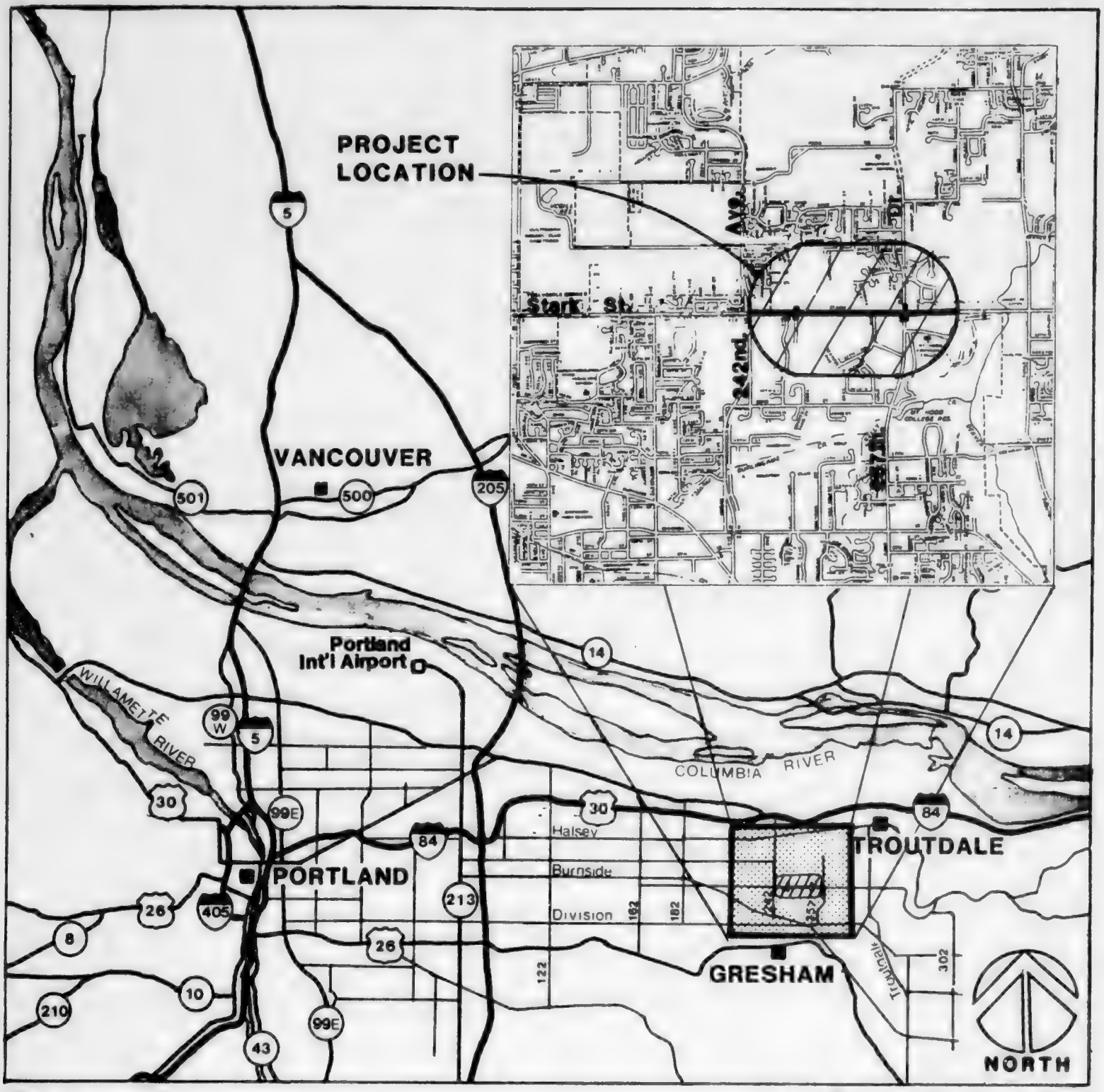


Figure 1 VICINITY MAP

LEGEND	NOTES
STUDY AREA WATERWAYS MAJOR TRANSPORTATION WAYS CITY CENTER	• Approx scale for this figure: 2 miles/inch, w/ project location inlay: .6 miles/inch. • Source of information: Multnomah County

Table 1
EIS TRAFFIC DATA

Project Stark St (242nd to 257th) Location Gresham, Troutdale Alternative NO BUILD (page 1)

HIGHWAY SECTION	DIST.	YEAR	AVERAGE DAY VOLUME	AVERAGE DAY TRUCKS	AVERAGE DAY SP	PEAK HOUR Auto	PEAK HOUR M.T.	PEAK HOUR H.T.	PEAK HOUR SP	AVG HOUR-PK 8 HR. VOLUME	AVG HOUR-PK 8 HR. TRUCKS	AVG HOUR-PK 8 HR. SP	PEAK TRUCK HOUR Auto	PEAK TRUCK HOUR M.T.	PEAK TRUCK HOUR H.T.	PEAK TRUCK HOUR SP
Stark St	5450'	1983	13,060	270	33	950	9	9	31	860	19	33	630	17	24	33
(223rd to	1.03	1986	15,600	320	34	1140	11	11	34	1030	23	34	760	20	29	34
242nd)	mi.	1996	23,900	490	33	1740	17	17	32	1570	35	33	1150	32	44	34
		2003	29,700	610	33	2160	21	21	29	1960	44	32	1430	39	55	33
Stark St	3650'	1983	16,000	310	33	1330	10	4	25	1060	26	32	1060	25	18	25
(242nd to	0.69	1986	16,600	320	33	1380	10	4	25	1100	27	32	1100	26	19	25
257th)	mi.	1996	18,000	350	32	1500	11	5	23	1190	29	31	1190	28	20	24
		2003	19,000	370	32	1580	12	6	21	1260	31	30	1260	30	21	23
Stark St	2950'	1983	9,300	230	31	900	9	9	29	630	20	31	450	13	11	31
(257th to	0.56	1986	9,800	240	31	950	10	10	26	660	21	30	480	14	12	31
Troutdale Rd)	mi.	1996	11,500	290	30	1110	11	11	23	780	25	29	560	16	14	30
		2003	12,700	320	30	1230	13	13	20	860	28	29	620	18	15	30
242nd Ave	3200'	1983	20,000	490	28	1690	13	20	22	1340	38	27	920	17	46	28
(Stark to	0.61	1986	17,800	440	35	1500	12	18	34	1190	34	35	820	15	41	34
Glisan)	mi.	1996	23,800	580	34	2010	15	24	33	1600	45	34	1100	20	55	34
		2003	28,000	690	34	2370	18	28	32	1880	53	34	1290	24	64	34
242nd Ave	5300'	1983	17,800	550	27	1390	15	9	22	1180	47	26	960	31	36	27
(Stark to	1.00	1986	20,000	620	34	1560	17	11	33	1330	53	33	1080	35	40	33
Division)	mi.	1996	27,400	850	33	2140	23	14	31	1820	71	33	1480	47	55	33
		2003	32,400	1010	33	2550	27	16	30	2170	84	32	1760	56	65	32

HIGHWAY SECTION	DIST.	YEAR	AVERAGE DAY VOLUME	AVERAGE DAY TRUCKS	AVERAGE DAY SP	PEAK HOUR Auto	PEAK HOUR M.T.	PEAK HOUR H.T.	PEAK HOUR SP	AVG HOUR-PK 8 HR. VOLUME	AVG HOUR-PK 8 HR. TRUCKS	AVG HOUR-PK 8 HR. SP	PEAK TRUCK HOUR Auto	PEAK TRUCK HOUR M.T.	PEAK TRUCK HOUR H.T.	PEAK TRUCK HOUR SP
257th Ave	2650'	1983	3,800	70	28	370	2	2	26	260	8	28	250	4	8	26
(Stark to	0.50	1986	11,000	200	32	1060	6	6	30	760	23	33	720	16	23	30
Hensley)	mi.	1996	20,100	370	31	1950	11	11	26	1400	42	31	1320	21	42	29
		2003	27,000	500	30	2620	14	14	19	1880	57	28	1770	28	57	27
257th Ave	5300'	1983	10,800	230	33	1020	7	4	30	740	18	33	810	18	4	30
(Stark to	1.00	1986	14,200	300	32	1340	9	5	29	970	24	32	1070	24	5	30
Division)	mi.	1996	25,500	540	30	2410	17	10	25	1750	43	30	1910	43	10	28
		2003	33,300	710	27	3150	22	13	20	2280	57	26	2500	57	13	24

Abbreviations:
SP = Speed of Vehicles (average)
Auto = Passenger Cars, Pick-ups, Panels, & Lt. Trucks
M.T. = Medium Trucks (two axles - six tires)
H.T. = Heavy Trucks (three or more axles)
Vol. = Traffic Volume (Veh/day or Veh/Hr. - two way)

Analyst: Lancaster & Branch

Date: July, 1984

Table 2
EIS TRAFFIC DATA

Project Stark St (242nd to 257th) Location Gresham, Troutdale Alternative BUILD (page 1)

HIGHWAY SECTION	DIST.	YEAR	AVERAGE DAY VOLUME	AVERAGE DAY TRUCKS	AVERAGE DAY SP	PEAK HOUR Auto	PEAK HOUR M.T.	PEAK HOUR H.T.	PEAK HOUR SP	AVG HOUR-PK 8 HR. VOLUME	AVG HOUR-PK 8 HR. TRUCKS	AVG HOUR-PK 8 HR. SP	PEAK TRUCK HOUR Auto	PEAK TRUCK HOUR M.T.	PEAK TRUCK HOUR H.T.	PEAK TRUCK HOUR SP
Stark St (223rd to 242nd)	5450' 1.03 mi.	1983	13,060	270	33	950	9	9	31	860	19	33	630	17	24	33
		1986	15,600	320	34	1140	11	11	34	1030	23	34	760	20	29	34
		1996	24,100	500	33	1753	17	17	32	1590	35	33	1170	32	44	34
		2003	30,000	620	33	2175	21	21	29	1980	44	32	1450	39	55	33
Stark St (242nd to 257th)	3650' 0.69 mi.	1983	16,000	310	33	1330	10	4	25	1060	26	32	1060	25	18	25
		1986	16,600	320	34	1380	10	4	34	1100	27	34	1100	26	19	34
		1996	19,800	380	34	1650	12	5	34	1310	32	34	1310	31	22	34
		2003	22,000	430	34	1830	14	6	34	1460	36	34	1460	34	25	34
Stark St (257th to Troutdale Rd)	2950' 0.56 mi.	1983	9,300	230	31	900	9	9	29	630	20	31	450	13	11	31
		1986	9,900	240	31	960	10	10	26	670	21	30	480	14	12	31
		1996	11,800	290	30	1140	11	11	23	800	25	29	570	16	14	30
		2003	13,000	320	30	1260	13	13	20	880	28	29	630	18	15	30
242nd Ave (Stark to Glisan)	3200' 0.61 mi.	1983	20,000	490	28	1690	13	20	22	1340	38	27	920	17	46	28
		1986	17,800	440	35	1500	12	18	34	1190	34	35	820	15	41	34
		1996	23,800	580	34	2010	15	24	33	1600	45	34	1100	20	55	34
		2003	28,000	690	34	2370	18	28	32	1880	53	34	1290	24	64	34
242nd Ave (Stark to Division)	5300' 1.00 mi.	1983	17,800	550	27	1390	15	9	22	1180	47	26	960	31	36	27
		1986	20,000	620	34	1560	17	11	33	1330	53	33	1080	35	40	33
		1996	27,000	830	33	2110	23	14	31	1790	71	33	1460	47	55	33
		2003	32,000	990	33	2500	27	16	30	2120	84	32	1730	56	65	32
257th Ave (Stark to Hensley)	2650' 0.50 mi.	1983	3,800	70	28	370	2	2	26	260	8	28	250	4	8	26
		1986	11,000	200	32	1060	6	6	30	760	23	33	720	16	23	30
		1996	20,100	370	31	1950	11	11	26	1400	42	31	1320	21	42	29
		2003	27,000	500	30	2620	14	14	19	1880	57	28	1770	28	57	27
257th Ave (Stark to Division)	5300' 1.00 mi.	1983	10,800	230	33	1020	7	4	30	740	18	33	810	18	4	30
		1986	14,300	300	32	1350	9	5	29	980	24	32	1070	24	5	30
		1996	25,900	550	30	2450	17	10	25	1780	43	30	1940	43	10	28
		2003	34,000	720	27	3210	22	13	20	2330	57	26	2550	57	13	24

Abbreviations:
SP = Speed of Vehicles (average)
Auto = Passenger Cars, Pick-ups, Panels, & Lt. Trucks
M.T. = Medium Trucks (two axles - six tires)
H.T. = Heavy Trucks (three or more axles)
Vol. = Traffic Volume (Veh/day or Veh/Hr. - two way)

Analyst: Lancaster & Branch

Date: July, 1984

SE Stark Street has been designated as a major arterial on the Multnomah County Comprehensive Plan since 1957. The 242nd Avenue to 257th Drive section of stark Street is also designated a major arterial by the Cities of Gresham and Troutdale and on the Regional Transportation Plan of the Metropolitan Service District. Stark Street is built to arterial standard between I-205 and 223rd Avenue, but is a two-lane road east of 223rd Avenue. Stark Street between 223rd Avenue and 257th Drive has been identified as a "problem location" in the 1983 County Problem Location technical appendix to the Comprehensive Plan. A 1981 East Multnomah County Transportation Safety Study noted "...congestion problems occur on Stark between 223rd Avenue and 257th Drive. The afternoon peak period level of service approaches F in certain sections." Level of Service F (Table 4) denotes jammed stop-and-go conditions with an average speed less than 15 miles per hour.

While Stark Street between 223rd Avenue and 257th Drive experiences peak hour congestion, the 242nd Avenue to 257th Drive section has experienced increased levels of congestion during off-peak travel times, with the recent development of the Gresham Community Hospital, medical office buildings, and community level shopping center. This condition does not currently occur on the 223rd to 242nd Avenue section. The 242nd Avenue to 257th Drive section consequently requires immediate reconstruction while the 223rd Avenue to 242nd Avenue section will require future reconstruction work when urban development occurs.

III. PROJECT DESCRIPTION

A. No-Build Alternative

(Existing Facility)

SE Stark Street, beginning just west of its intersection at 242nd

Table 3

DEFINITION OF LEVELS OF SERVICE

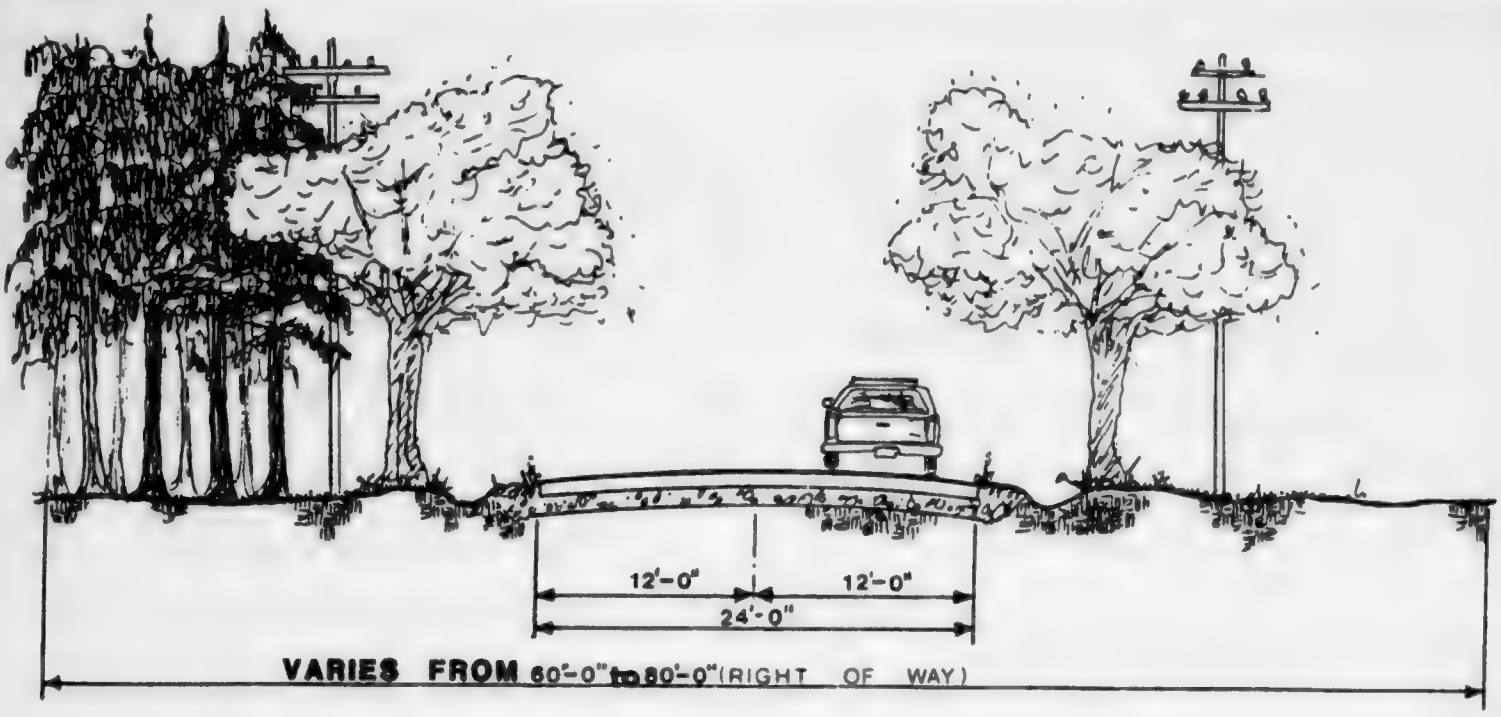
Level of Service A	-	Relatively free flow, some stops will occur. Average speed above 30 mph. Volume/Service Capacity ratio greater than 0.60.
Level of Service B	-	Stable flow, reasonable delays. Average speed 25-30 mph. Volume/Service Capacity ratio greater than 0.70.
Level of Service C	-	Design capacity, stable flow, acceptable delays. Average speed 20-25 mph. Volume/Service Capacity ratio greater than 0.80.
Level of Service D	-	Approaching unstable flow, delays tolerable. Average speed approximately 15 mph. Volume/Service Capacity ratio greater than 0.90.
Level of Service E	-	Unstable flow, congestion not due to backups ahead. Average speed approximately 15 mph. Volume/Service Capacity ratio greater than 1.0.
Level of Service F	-	Forced flow, jammed stop-and-go conditions. Average speed less than 15 mph.

Note: As defined by the 1965 Highway Capacity Manual, Highway Research Board.

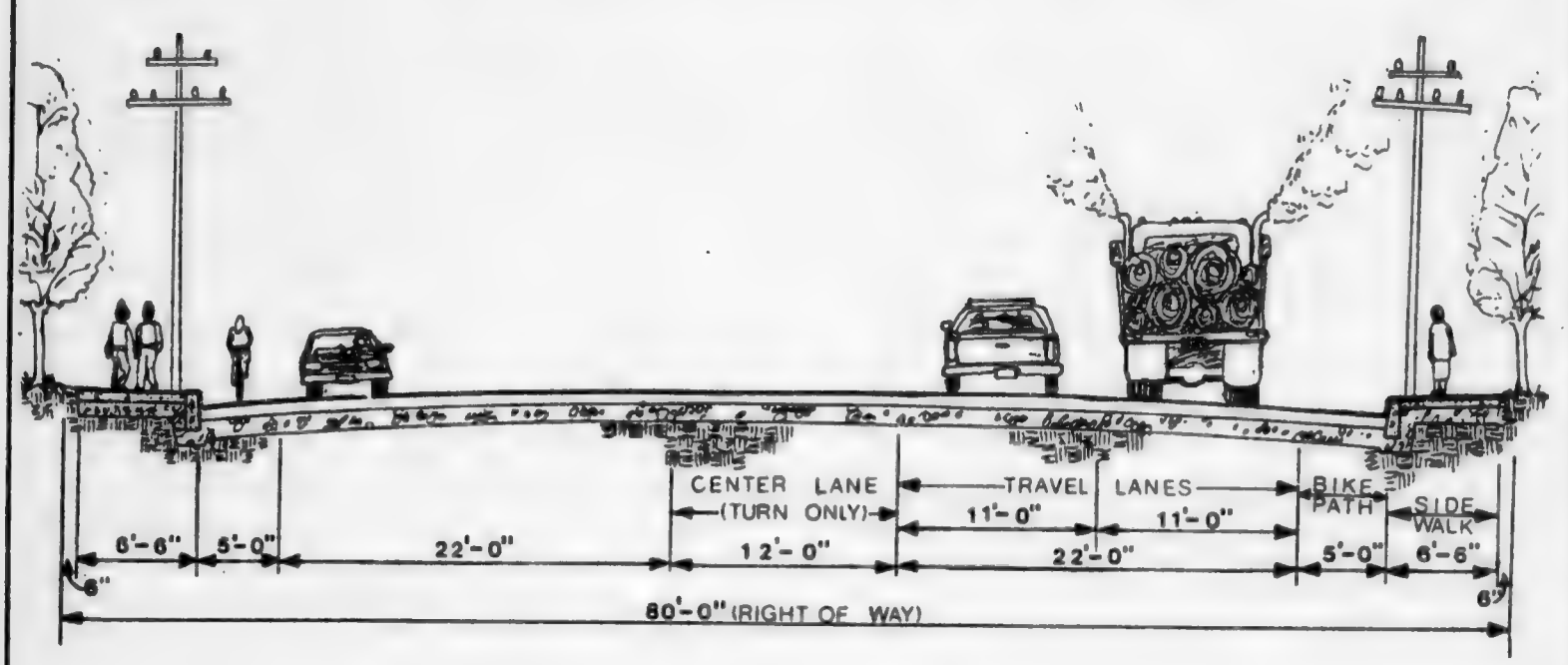
Avenue, is comprised of 3 lanes (2 travel lanes and a center turning lane). Further west of this intersection the street narrows to two lanes. East of 242nd, the street has recently been improved to provide five vehicle lanes: 4 east-west travel lanes and a left turn lane onto 242nd, a bikelane and a concrete curb and sidewalk on each side fo Stark Street, and 8 phase signalization on mast arms. These improvements extend approximately 800 feet east to Stark's intersection with Rene Drive. Between Rene Drive and the Gresham Hospital entrance, Stark Street has been partially improved. Interim left and right turn lanes have been constructed, with signalization and a turn-out lane for a proposed bus stop, in conjunction with the hospital development. Stark Street is approximately 25 feet wide from the hospital entrance east to 257th Drive (Figure 2). Other interim left and right turn lanes are being provided for the medical office building complex recently constructed at the SE corner of NE Hale Drive and Stark Street. No left turn lanes exist for either east or westbound traffic at the intersection of 257th Drive and Stark Street. East of 257th Drive, Stark Street continues eastward several miles as a rural two lane highway to its junction with the Crown Point Highway.

B. Build Alternative (Figure 2)

The proposal will widen SE Stark Street to match the existing improved roadway at the intersection of 242nd Avenue and Stark Street. The proposed roadway would consist of 5 vehicle lanes: four 11-foot wide travel lanes and a 12-foot wide center turning land useable by eastbound and westbound traffic. Bicycle lanes 5-feet wide, and



EXISTING ROADWAY SECTION
FROM GRESHAM HOSPITAL to 257th DR.



PROPOSED TYPICAL SECTION

Figure 2 **ROADWAY CROSS-SECTIONS**

6'-6" integral curbs and sidewalks would be constructed on each side of Stark Street. The roadway would continue approximately 700 feet east of the intersection at 257th Drive and Stark Street and then taper to match the existing two-lane roadway. A traffic-actuated 8-phase signal on mast arms would be constructed at the 257th Drive intersection (A similar signal currently exists at the 242nd Avenue intersection). The new roadway design will accommodate peak hour traffic projected for the year 2000 at Level of Service D (Table 4).

The project has been estimated to cost approximately 1.34 million dollars.

IV. ENVIRONMENTAL CONSEQUENCES AND MITIGATION

A. Existing and Proposed Land Use Plans

The existing land uses within the project area include single-family residential, multi-family residential, retail/commercial, office, medical office, hospital, agricultural and undeveloped parcels (Figure 3). Development projects are underway and plans are being considered for future developments and expansion. The Troutdale Comprehensive Plan classifies the area on the north side of Stark Street within its jurisdiction, as predominantly a Transitional Use Area. This classification allows for multi-family, office, limited retail, and community service (hospitals, etc.) provided that certain site and design requirements are met. At the intersection of 257th Drive, the plan allows for arterial street support facilities. The City of Gresham has three main use areas:

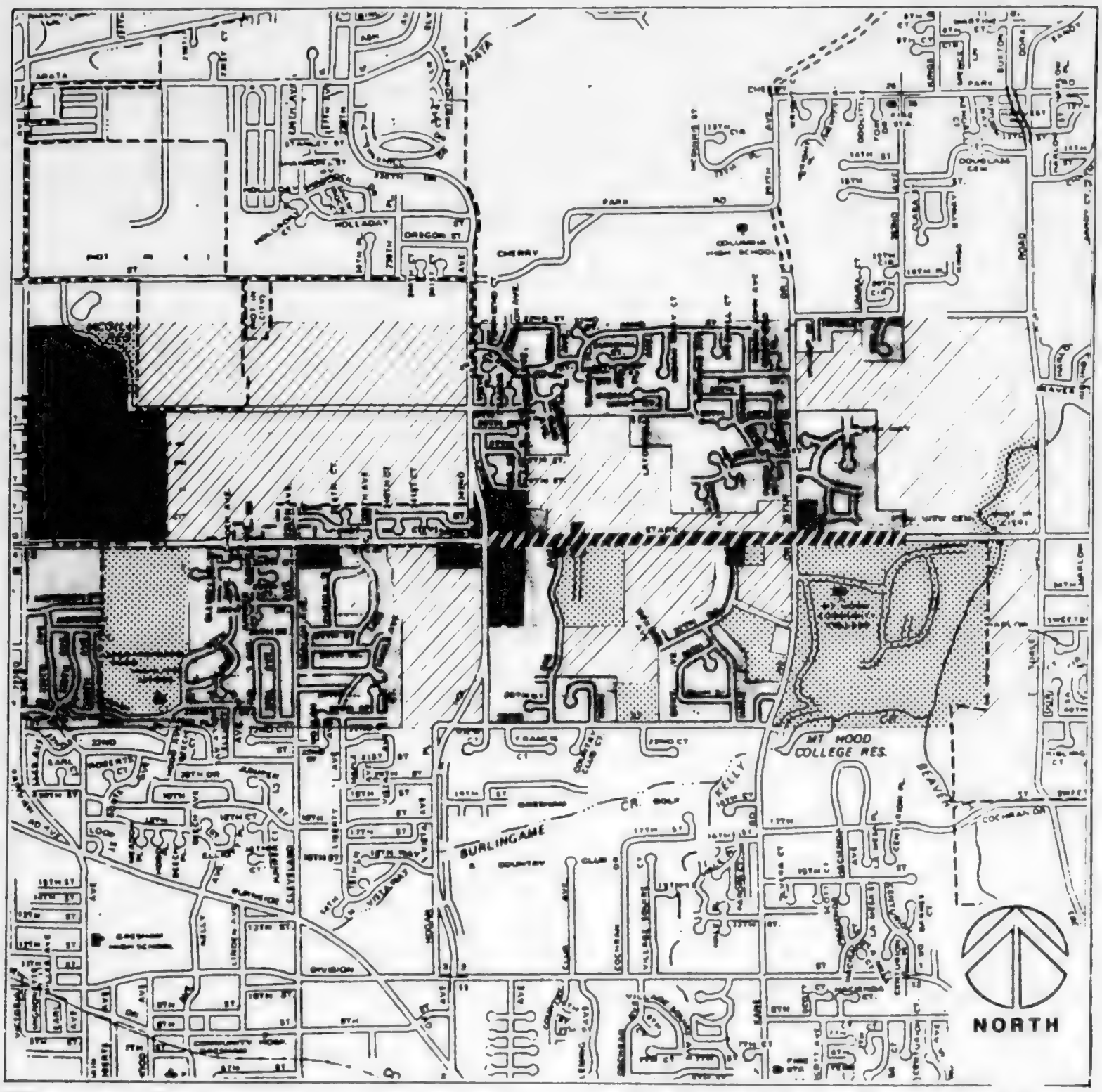


Figure 3 CURRENT LAND USE

LEGEND

- OPEN SPACE OR AGRICULTURAL
- PUBLIC SERVICE, GREENWAY
- RESIDENTIAL
- COMMERCIAL
- PROPOSED PROJECT

NOTES

- Source of information:
  TROUTDALE: "Troutdale Land Designation Policy Areas " map,1978
  GRESHAM: "Gresham Land Use Designations". 1980
- Information has been verified with field inspections.

GC - general commercial, MDR - medium density residential, and LDR - light density residential, within the project area. However, the City also has an Area Accessory Development classification which allows special use permits to be issued for parks, hospitals, churches, schools and many other uses, provided that specific performance standards are met and that the site location is suitable. The present trends indicate that the use of the Troutdale transitional and Gresham accessory use classifications will continue and that considerable support and related medical facilities will develop.

1. Consistency with Local Comprehensive Plans

The proposed roadway widening and other improvements would support the land use classifications and policies as specified in the Troutdale, Gresham, and the Multnomah County Comprehensive Plans (See Figure 4). The project is also consistent with the 1978 County Transportation Plan, 1982 Regional Transportation Plan, and subsequent Gresham, Troutdale and MSD Transportation Plans. The Multnomah County and City of Gresham Comprehensive Plans were acknowledged by the State Land Conservation and Development Commission in 1980, and the City of Troutdale Comprehensive Plan was acknowledged by LCDC in 1983, all are consistent with statewide land use goals.

The No-Build Alternative would not be in compliance with the above referenced plans, because anticipated land development would not be as economically or functionally practical. Traffic and land use would also be restricted.

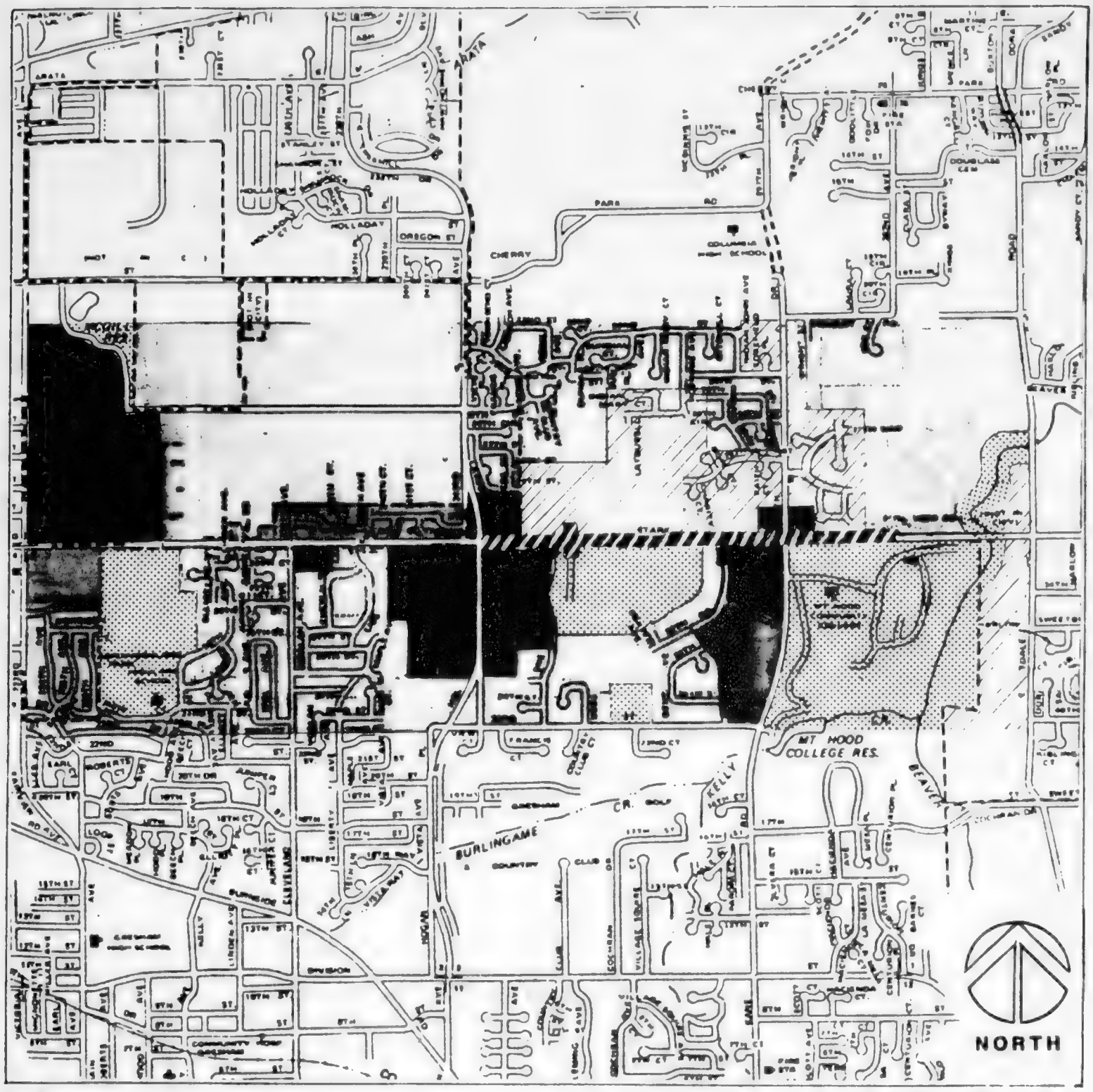


Figure 4 COMPREHENSIVE PLAN

LEGEND

- PUBLIC SERVICE OR GREENWAY
- TRANSITION AREA
- LOW DENSITY RESIDENTIAL
- MED DENSITY RESIDENTIAL
- NEIGHBORHOOD COMMERCIAL
- PROPOSED PROJECT

NOTE

- Information represents combined GRESHAM, TROUTDALE, and MULTNOMAH COUNTY COMPREHENSIVE PLAN designations.

2. Right-of-Way Impacts

All additional right-of-way required for this project is now in public ownership, and no further acquisitions are expected to be necessary. Land along the south side of the project was acquired by the City of Gresham as a condition for land development permits. Right-of-way along the north side was acquired by Multnomah County by donation from the adjacent land owners, who were fully apprised of their rights to fair market value compensation. All owners signed waivers of compensation which are on file with Multnomah County.

All existing properties along the project would have access to Stark Street -- primarily onto existing cross streets intersecting the project. A few existing single family residences have direct driveway access to Stark Street. The project may increase the difficulty of backing out from these driveways. These residential properties are likely to gradually convert to multiple-family or commercial uses in the future.

B. Socioeconomics

1. Businesses and Trades

Businesses will experience changes in two basic ways.:

a) Improved roadway conditions would allow better access to the properties and give each site a more urban physical appearance. (This is likely to detract from the rural character of the agricultural business properties such as roadside stands.);

b) increasing volumes of traffic will provide a larger traffic base for businesses to attract new customers.

Although traffic volumes are expected to increase whether the project is built or not, the expected No-Build congestion problems could discourage further development and subsequent use. At this time some businesses are being attracted to the area based on anticipation of the roadway improvements.

Increased traffic volumes and roadway improvements may not provide a net benefit to the existing agricultural uses, unless the owners make improvements of their own. Presently, a roadside stand near the northwest corner of 257th Drive and Stark Street offers customers an opportunity to pull off the street onto the dirt shoulder, (in dry weather there is significant dust). Since on-street parking would not be provided in the Build Alternative, the agricultural business would have to have driveway access to Stark and construct parking facilities on their own property to accommodate their business and clientele.

Employment in the area is expected to increase with the opening of Gresham Hospital and other newly constructed facilities.

2. Residential

Most residential properties along Stark Street would benefit from the described improvements. Vehicular access would improve with the use of the center turning lane and additional travel lanes.

The Build Alternative would change the rural character of the roadway which now exists and construction of the new curbs and sidewalks would physically establish the relationship between

public right-of-way and private property, in most cases visually reducing the depth of property frontages.

Property values in the project area are expected to increase as land development occurs and traffic conditions improve.

3. Minorities

The Build Alternative does not appear to disproportionately affect members of any minorities or economically disadvantaged groups in the project area, and in any case would have only minimal direct impacts on any residents in the area (Figure 5 and Table 4).

C. Transportation

1. Traffic Patterns and Volumes

The project would enable SE Stark Street in the project section to function as a major arterial and thus compelte another link in the transformation of SE Stark (I-205 to 257th Drive) from a rural 2-lane road into an urban 5-lane major arterial, with only that portion from 223rd to 242nd Avenues remaining to be widened and fully improved (Figure 6).

According to the traffic analysis the current traffic volume for the No-Build condition is 16,000 vehicle trips per day with an expected increase to 19,000 vehicles per day by 2003 (Table 2). The projected volume for the Build condition is 22,000 vehicle trips per day by 2003 (Table 3). The 1981 STRAAM County Transportation Safety Study noted "this part of Stark (242nd to 257th)

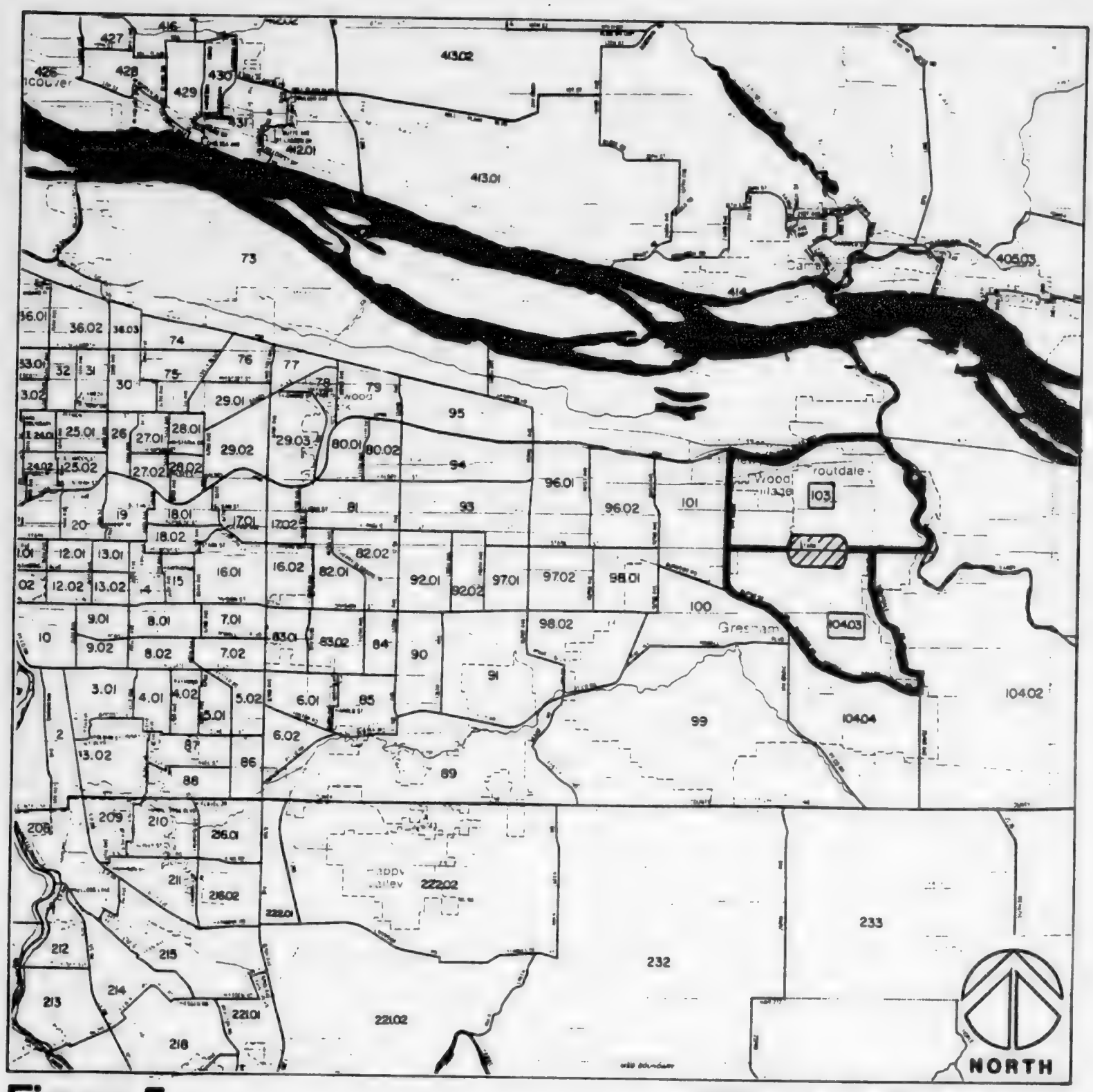


Figure 5 CENSUS TRACTS

LEGEND

107 STUDY AREA CENSUS TRACT

STUDY AREA

NOTE

Source of Information: METROPOLITAN SERVICE DISTRICT, 1980 CENSUS REPORT.

Table 4
POPULATION AND HOUSING

	Census Tract 103		Census Tract 104.03		Multnomah County	
	Number	Percent	Number	Percent	Number	Percent
Total Population	7,554	100.0	12,946	100.0	562,640	100.0
Males	3,964	52.5	6,276	48.5	270,759	48.0
Females	3,590	47.5	6,670	51.5	291,881	52.0
By Race						
White	7,346	97.2	12,555	95.2	507,066	90.1
Black	108	1.4	117	0.8	29,949	5.3
American Indian	40	0.5	65	0.5	5,172	0.9
Asian	44	0.6	172	1.3	14,213	2.5
Other	16	0.3	37	0.3	6,240	1.2
Hispanic Origin	158	2.1	247	1.9	10,818	1.9
Dwelling Units	2,777	100.0	4,966	100.0	246,030	100.0
Households	2,510	90.4	4,657	93.8	233,135	94.8
Vancancies	267	9.6	309	6.2	12,895	5.2
Householder over 65 Years of Age	222	8.8	486	9.8	51,921	22.3
Tenure						
Owner	1,739	69.3	2,641	56.7	132,188	56.7
Renter	771	30.7	2,016	43.3	100,947	43.3
Median Value Owner-Occupied	$66,200		$68,200			

Source: Center for Population Research and Census, Demographic, Housing, and Socioeconomic Characteristics of Census Tracts, Multnomah County, September, 1983.

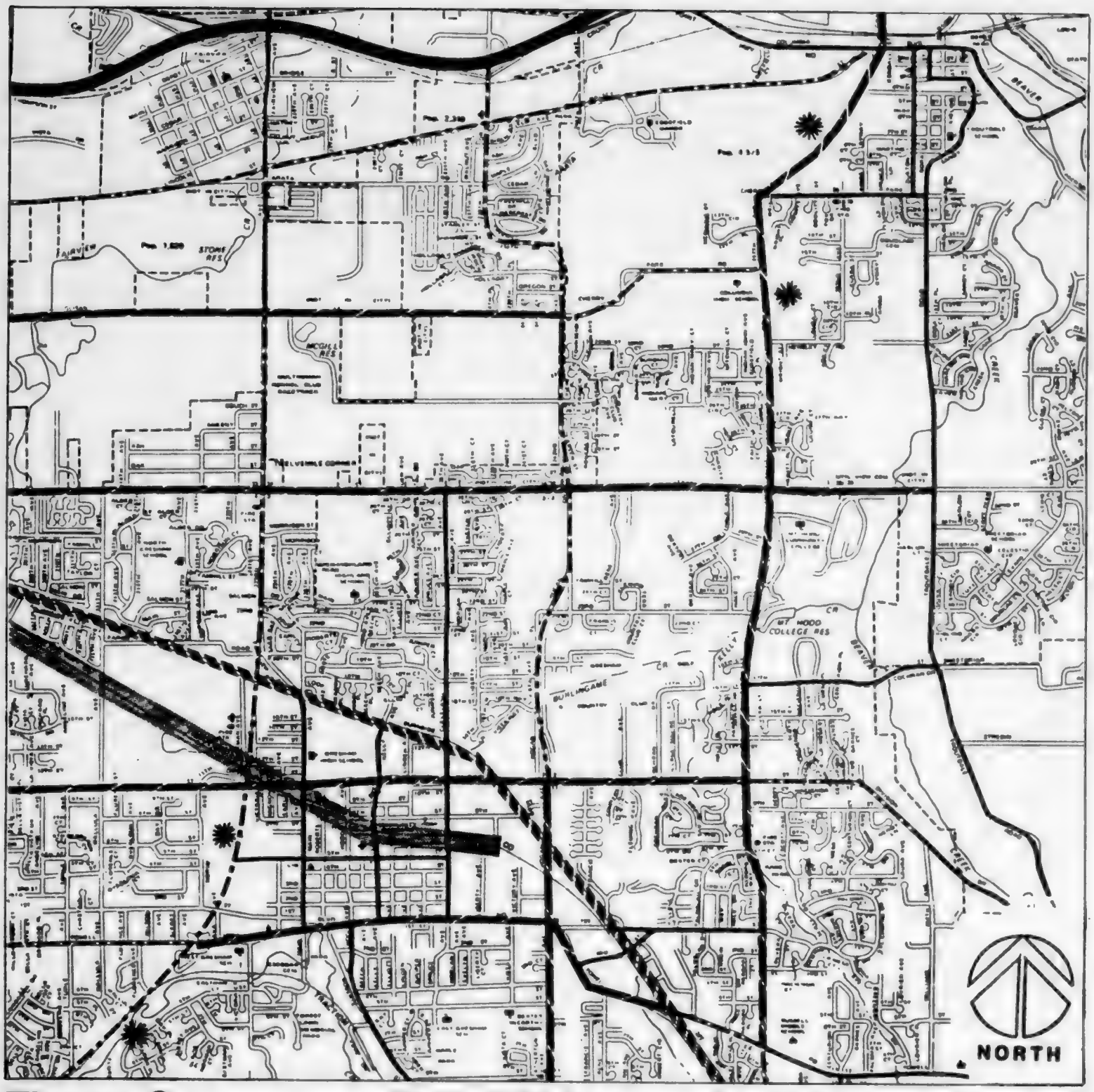


Figure 6 FUNCTIONAL CLASSIFICATION OF TRAFFICWAYS

LEGEND

- FREEWAY
- LIGHT RAIL
- PRINCIPAL ARTERIAL
- MAJOR ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- NEIGHBORHOOD STREET

NOTES

Source of Information: Multnomah County, 257th St. Environmental Impact Statement. 1983.

✸ :Indicates proposed widening and/or new roadway development.

is badly deteriorated, experiences capacity problems, and is in need of upgrading to arterial standards. The P.M. peak period LOS (level of service) approaches F in certain sections." Projected P.M. peak period LOS for the Build Alternative is D.

2. Traffic Speeds

The project would allow slight increases in average vehicle speeds (from 32 mph presently to 34 mph by 2003). The new design speed is 40 mph. Peak hour speeds would increase significantly from the present 25 mph to 34 mph by 2003. Generally, traffic flow would be improved, with the addition of left turn lanes and the additional two travel lanes. It is anticipated the posted speed limit will be 40 mph.

3. Public Transit

A bus stop with pull-out would be constructed in front of the Gresham Community Hospital. Other bus stops would be developed to provide optimum use of Stark Street as a bus transit link to the Light Rail Station at SE 188th Avenue and SE Stark Street, and to Downtown Portland,

4. Safety

The project would improve motor vehicle, bicycle and pedestrian safety by reducing traffic conflicts. Vehicular traffic would move more smoothly and be controlled by the signalization and expansion of the roadway. Vehicles, bicyclists and pedestrians have specific travel lanes and sidewalks thus creating less potential for conflicts. However, some minor access and turning difficulties may occur within the center turning lane. (This

particular roadway design, without the use of raised traffic medians is common in the East Multnomah County.) The bike-lanes will be visually identifiable by painted stripes but no physical feature will separate the bikes from the vehicular traffic. Buses will cross the bike lane at the pull-out in front of the Gresham Community Hospital. Night illumination will also contribute to roadway safety. Traffic accidents are expected to decline, especially at the intersection of 257th Drive. The project will also complete the transportation facilities directly serving the Gresham Community Hospital.

5. Sidewalks and Bicycle Lanes

Presently there are no safe bicycle or pedestrian facilities along SE Stark Street. The pedestrian and bicycle facility improvements would allow increased non-motorized use through the area. This would provide better access to public transit stops and other user destinations in the area, as well as encourage more commuter and recreational use. Stark Street is a designated local bicycle route on the Regional Bicycle Plan for the Portland Metropolitan Area adopted by the Council of Metropolitan Service District August 4, 1983.

6. Emergency Services

Emergency Service vehicles (fire, police and ambulance) access through the area would be improved significantly over the No-Build Alternative with 3 additional travel lanes. Potential delays would be reduced, especially during peak traffic periods.

Considering the construction of the Gresham Community Hospital, efficient emergency access to and from the site is very important.

D. Noise

A noise study was conducted by the Oregon Department of Transportation (Sep. '84) in conformance with FHPM 7-7-3, "Procedures for Abatement of Highway Traffic Noise and Construction Noise." The FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) was used to predict noise levels at 50-feet from the road centerline to determine if receptors (residences, school) adjoining the project would be impacted by traffic noise.

The noise descriptor used on this project is the Leq*, which is the average sound level for the peak noise hour. The Leq noise level contains the same acoustic energy as the time varying sound level.

FHWA has developed a set of guidelines to aid in evaluating noise impacts to a community. These guidlines are used to determine the degree of impact of traffic noise on human activities. The FHWA design noise level for private residences and schools is Leq 67 dBA.

*The Leq descriptor is commonly used to measure or quantify sound. The Leq level is an average of the sound pressure levels. The measurement units are decibels with an A-weighted frequency response (dBA). This measurement unit closely matches the hearing characteristics of the human ear.

1. Existing Conditions

The existing acoustic environment of the project area is comprised primarily of vehicular traffic noise and intermittent overhead aircraft noise. These noise levels vary in intensity and duration with specific uses, time of day and from one part of the project area to another. Noise levels for all existing land uses in the project area are below the Leq 67 dBA FHWA noise abatement criteria. Existing noise levels range from Leq 62 dBA at 60 to 70 feet from the centerline of Stark Street, Leq 63-64 dBA at 50 feet and Leq 67 dBA at 20-25 feet from the center line (Table 5). A complete Noise Study Report has been prepared by the Oregon Department of Transportation, and technical information described herein has been taken from the report.

2. Impacts and Mitigation

Under the No-Build Alternative traffic noise is predicted to increase by 0-1 dBA by the year 2003. Under the Build Alternative, traffic noise is predicted to increase by 1-4 dBA by the year 2003 (Table 5). These noise increases may be noticed, but are not considered to be substantial increases (10 dBA or more). Sound level changes of 3 dBA are usually assumed to be the smallest change readily noticeable by people. A 10 dBA increase is usually perceived as a doubling of loudness.

Table 5

N.E. 242nd Avenue - N.E. 257th Avenue
Stark Street
Multnomah County

PREDICTED TRAFFIC NOISE LEVELS

Road Section	Year	Alternative	Leq Level at 50 ft. from Road Centerline	Leq 67 dBA* Contour Distance From Road Centerline	Leq 62 dBA** Contour Distance From Road Centerline
Stark Street 242nd - 257th	1983	Existing	64dBA	25 ft.	70 ft.
	2003	No-Build	64dBA	25 ft.	70 ft.
	2003	Build	68dBA	60 ft.	130 ft.
Stark Street East of 257th	1983	Existing	63dBA	20 ft.	60 ft.
	2003	No-Build	64dBA	25 ft.	70 ft.
	2003	Build	64dBA	25 ft.	70 ft.

* This is the exterior noise abatement level for residences, schools, churches and parks. This contour distance assumes no acoustic shielding from topography vegetation, or buildings.

** This is the exterior level which corresponds to the interior noise abatement criteria (Leq 52 dBA) for residences, schools, and churches assuming open windows and a 10 dBA outside to inside noise reduction. This contour distance assumes no acoustic shielding from topography, vegetation, or buildings.

Table 6

TRAFFIC NOISE IMPACTS
(Number of Buildings)

	Existing 1983	No-Build Alternative 2003	Build Alternative 2003
Houses	0	0	3
Apartments	0	0	1(5)
Churches, Schools Hospitals	0	0	0
Businesses	0	0	0
Total Impacts	0	0	4

NOTE: Number in parenthesis indicate the number of rental units impacts.

By the year 2003, four existing residences would receive noise impacts by the Build Alternative. None would be impacted by the No-Build Alternative (Table 6). To reduce the impact on these properties, mitigation would be necessary. Several alternatives for mitigating the impact of traffic noise are outlined in the Noise Study Report as well as measures which can be taken to minimize or eliminate potential noise problems to future development. Most importantly, in this project, future noise sensitive activities should be constructed so that they are either shielded from traffic noise or located far enough from the roadway to avoid noise impacts.

The following noise mitigation options are outlined in the Noise Study Report: traffic management, alternative road design, structural alterations, buffer zones, and sound barriers. Except for a proposed sound barrier at the Village Apartments, all of these alternatives were found to be impractical, ineffective, unfeasible, or non-applicable on this project. Use of sound barriers on the other impacted residences were dismissed since these properties have direct access to Stark Street which would not allow for effective sound barrier design. A noise wall 6 feet high and 320 feet long is recommended for the Village Apartments, pending the owner's response. Table 5 shows traffic noise levels as they exist and would occur from the No-Build Alternative and the Buildin Alternative. Table 6 shows traffic noise impacts to the individual properties in the project area. Table 7 shows

TABLE 7

N.E. 242nd Avenue - N.E. 257th Avenue
Stark Street
Multnomah County

Predicted Traffic Noise Levels at the Village Apartments
(Leq Levels)

Site	Existing 1983	Build Alt.-Without Wall 2003	Build Alt.-With Wall 2003
Village Apt. West End	64dBA	68dBA	62dBA
Village Apt. Center	64dBA	68dBA	63dBA
Village Apt. East End	64dBA	68dBA	64dBA

Assumptions: Sound Wall Height = 6 feet and Length = 320 feet.

TABLE 8

N.E. 242nd Avenue - N.E. 257th Avenue
Stark Street
Multnomah County

Estimated Cost and Cost-Effectiveness of Sound Wall H=6 ft and L=320 ft.

Construction Type	Cost Per Lineal Foot	Total Cost	Cost Per dBA Reduction Per Dwelling Unit
Concrete Block	$ 82	$26,000	$1,040
Post and Panel	$129	$41,000	$1,640
Artistic Fence	$ 63	$20,000	$ 800
Fleming Panel Lock	$ 69	$22,000	$ 880
Timber	$ 45	$14,000	$ 560

Source of Cost Estimates: Memo from Preliminary Design dated October 12, 1984.

the predicted traffic noise levels of the Build Alternative at the Village Apartments. Table 8 provides estimated cost and cost-effectiveness of different types of sound wall construction material.

3. Construction Noise Impacts

The following construction noise abatement measures would be included in the project specifications to protect the residents and businesses in the project area:

a) No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the project manager.

b) All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

c) All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

d) No pile driving or blasting operations shall be performed within 3,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days without the approval of the project manager.

e) The noise from rock crushing or screening operations performed within 3,000 feet of any occupied dwelling shall be mitigated by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the project manager.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the project manager:

a) Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

b) Shut off idling equipment.

c) Notify nearby residents whenever extremely noisy work will be occurring.

d) Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.

e) Install permanent or portable acoustic barriers around stationary construction noise sources.

Local governments do have noise ordinances which control construction noise. Construction activities shall be in compliance with any local noise ordinances.

E. Air Quality

An Air Quality Report for the Stark Street Project has been prepared by the Oregon Department of Transportation and is available upon request. The total emissions analysis revealed that there would be no significant differences between the Build and No-Build Alternatives. The Build Alternative is consistent with the Oregon State Clean Air Act Implementation Plan.

An areawide air quality analysis showed that future annual emissions of carbon monoxide and hydrocarbons will decrease from existing

annual emissions for both alternatives (Table 9). Future annual emissions of nitrogen oxides will decrease from existing annual emissions for the No-Build Alternative and increased somewhat for the Build Alternative.

Three sites were selected to predict CO concentrations locally. The predicted 1-hour CO concentrations range from 4.7-7.8 mg/m 3 and predicted 8-hour CO concentrations range from 4.2-6.0 mb/m 3. The Build Alternative will decrease CO concentrations by 0.9-1.2 mg/m 3. All predicted CO concentrations are below the National Ambient Air Quality Standards.

1. Impacts and Conformance

   Neither the No-Build nor the Build Alternative will cause air quality impacts or violations of the National Ambient Air Quality Standards. This project is in an air quality non-attainment area which has transportation control measures in the State Implementation Plan (SIP), which was approved by Environmental Protection Agency in July 1982. The FHWA has determined that this project is included in the Transportation Improvement Program for the Portland Metropolitan Area. Therefore, pursuant to 23 CFR 770, this project conforms to the SIP.

2. Construction

   During project construction, carbon monoxide and total suspended particulate emissions are anticipated to increase. Increased emissions are due to construction vehicles, lowered traffic speeds and earth excavation. To help mitigate the increase in total suspended particulates, watering would be used, as required, to control dust generation.

Table 9

PREDICTED CHANGES IN TOTAL AIR
POLLUTANT EMISSIONS BETWEEN
1983 AND THE YEAR 2003

Pollutant	No-Build Alternative	Build Alternative
Carbon Monoxide	20% Decrease	18% Decrease
Hydrocarbon	56% Decrease	55% Decrease
Nitrogen Oxide	2% Decrease	2% Increase
Lead	19% Increase	24% Increase

F. Utilities

All utility companies have been contacted and are fully aware of the project scope. Specific design and long-range consideration have been coordinated throughout the environmental assessment process.

1. Electric - Portland General Electric Company serves the project area and has a main transmission line along the south side of Stark Street with feeder and service lines to the north. The poles on the south side were recently replaced and were installed on a new alignment, in anticipation of the Stark Street Build Alternative being constructed. The final roadway design and pole locations will be in accordance with FHWA and ODOT requirements. Poles on the north side would be removed and new service will be provided underground.

2. Gas - The project area is served by Northwest Natural Gas Company. Their service has recently been improved with the replacement of a 4-inch main located on the south side of Stark Street from 242nd Avenue east, to the new Gresham Community Hospital site. The existing 2-inch main running east from the hospital to 257th Drive will be replaced with a new 4 inch main as future needs arise due to new construction in the project area, especially east of the hospital site. Existing lines may be affected by lower roadway grades.

3. Water District - The Stark Street project area is served by the Gresham Water District and the Troutdale Water District, respectively. The existing Gresham Water District 8 inch main

line is located on the south side of Stark Street in two segments: from 242nd Avenue approximately 1000 feet east and from 257th Drive 272 feet west. Line relocation would be unnecessary. However, adjustments to hydrants would be necessary in the Build Alternative.

The existing Troutdale Water District mainline is located one foot north of teh existing edge of pavement. The 12 inch mainline extends the full distance of the project area and would not require relocation in the Build Alternative. Existing hydrants would need to be relocated, however.

Major improvements or replacement of either mainline to adequately serve new development in the Build or No-Build Alternatives will not be necessary.

4. Sewers - Neither the Build nor the No-Build Alternative will have any impact on the existing sanitary sewer systems serving the project area and its adjacent land uses. The Cities of Gresham and Troutdale have fully improved their respective sanitary sewer systems to meet existing and proposed needs in the project area, as described in the Comprehensive Plan for 2003.

5. Communication

   a) Telephone Service: At present, the project area is served by General Telephone Company. Both overhead service lines and underground cable are located on the north side of Stark Street. (Overhead lines are attached to the PGE poles, while the underground cable is buried at a depth of 30" below existing grade.)

The Build Alternative would allow for removal of the poles on the north side, since all northside PGE service would be underground. Although it is not known at this time, the existing underground conduit may need to be relocated. As the project area and the area of East Multnomah County further east becomes more heavily populated, it is also possible that the capacity of the GTE system will need to be increased, in which case relocation and additions to the existing service may be necessary. GTE will bear the costs of such relocations; however, these costs may eventually be passed on to the consumer.

b) Cable Television: Rogers' Cablesystems has a franchise agreement with Multnomah County to serve the East Multnomah County area. Overhead service lines are located on the utility poles on the south side of Stark Street. Existing service includes a 3/4" cable trunk and distribution lines. In the Build Alternative, if the PGE poles are relocated, Rogers' Cablesystems would be required to bear the costs of relocation of their cable trunk and alteration to the distribution lines. These costs may also be passed on to the consumer.

G. Geology and Topography

The geology of the Stark Street project area consists of a well drained soil on a broad convex terrace, underlain by bedrock at a minimum depth of five feet. The project is on relatively even

terrain varying between 0-3 percent slope. There are no apparent geologic hazards in the area. Because of its minimal slope, there are no limitations to most urban uses or development. The preliminary roadway elevations of the Build Alternative follow closely the elevations of the existing roadway from 242nd Avenue to the approximate mid-point between 242nd Avenue and 257th Drive. From the mid-point east, the roadway profile will be lowered to facilitate better drainage, but not so much as to disrupt the existing relationship between Stark Street and adjacent properties. Temporary corrective measures (i.e., interim side street paving modifications) will be used to adequately allow property owners access to and from their properties during construction.

H. Hydrology, Water Quality and Drainage

Existing hydrology within the project area consists of a high water table of greater than 6-foot depth. Because of its soil composition of stratified gravel and cobbly alluvium, runoff is naturally slow, permeability moderate and the hazard of erosion very slight.

The present roadway condition utilizes ditches on either side of Stark Street to channel surface runoff to catch basins and piping (ranging from 15 to 36 inches in diameter) which then flows to the natural drainage basin of Beaver Creek. Grasses minimize erosion potential in the ditches. Most urban development in the project area utilizes catch basins, sumps and/or storm sewer pipelines to other drainage features (i.e. Beaver Creek) to drain the excess surface water which collects due to the paved surfaces.

The Build Alternative would increase the amount of paved land surface by 4.5 acres. Use of the existing roadside ditches would be eliminated and construction of new curb inlets, catch basins and piping would be installed to adequately drain the surface water from the improved roadbed. Where needed the outfall would be provided with energy disipators. Urban development in the project area is likely to add significantly to the area in the form of roofs, streets, parking lots and driveways. Multnomah County would allow adjacent properties to connect to the roadway storm system at the right-or-way line. This increased hard surfacing and increased traffic within the project area is likely to cause minor increases in water pollutants such as road oil, rubbish and fertilizer/ pesticides flowing onto the storm drains.

I. Vegetation and Habitat

In its natural condition, the project area's wide variety of grasses, shrubs and trees create a good wildlife habitat for a variety of small animals and birds. However, direct impacts of the proposed Build Alternative on vegetation and habitat would be relatively minor since the proposed improvements fall within the existing right-of-way where these habitat values are already diminished. No endangered species are known to occur within the project area.

Three significant stands of mature Douglas Fir exist along the roadway on private property. One at the southwest corner of 257th

Drive and Stark Street, another on the northside several hundred feet east of 242nd Avenue. These trees would not be physically affected by the proposed construction. Near the center of the project on both the north and south sides of the street exist single rows of mature Big Leaf Maples and Norway Maples which appear to have been planted as street trees approximately 35-50 years ago (Figure 7). The trees provide a pleasant visual ambiance, although they have suffered the effects of utility pruning and the severe wind and ice storms of the East County area. The Build Alternative would require the removal of these trees. Other affected vegetation includes open areas of native grass and brush, and planted lawns, shrubs and trees.

Before the recent construction of sewer lines along Stark Street, many street trees existed on both sides of the right-of-way. The Build Alternative would not provide new street tree plantings, although grass seeding of slopes would be required to stabilize new construction and protect private property. However, the Cities of Gresham and Troutdale will require street tree plantings and tree maintenance as part of any future land developments in the project area. Should any existing landscaping on private property be adversely affected by the construction of the Build Alternative, the property owner would be compensated.

J. Cultural Resources

A cultural resource inventory of the project area was conducted in November, 1984, by the environmental staff of the Oregon Depart-

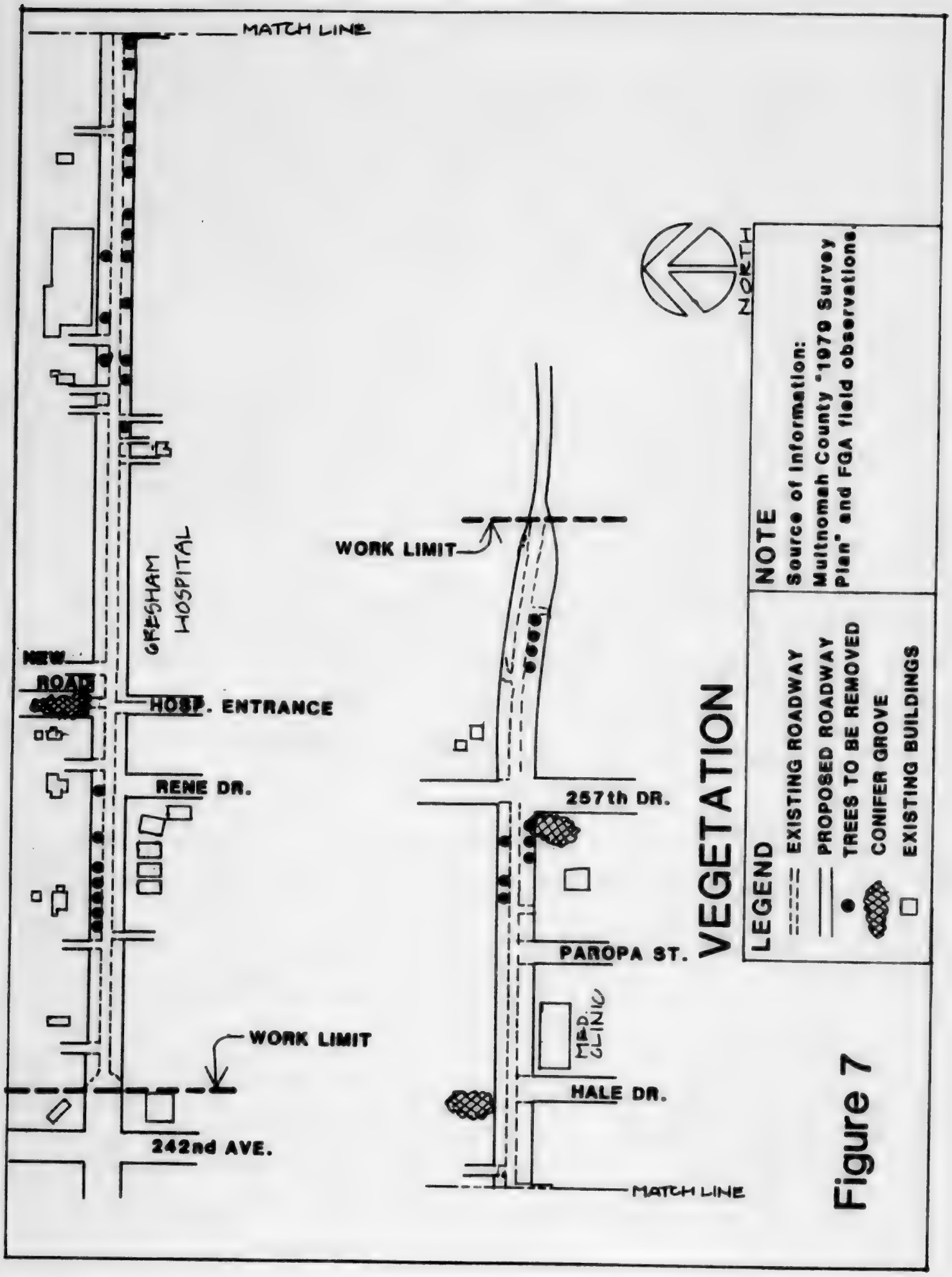

MATCH LINE
GRESHAM HOSPITAL
NEW ROAD
HOSP. ENTRANCE
RENE DR.
WORK LIMIT
242nd AVE.
WORK LIMIT
257th DR.
PAROPA ST.
MED CLINIC
HALE DR.
MATCH LINE
NORTH
NOTE
Source of information:
Multnomah County "1979 Survey Plan" and FGA field observations.
LEGEND
EXISTING ROADWAY
PROPOSED ROADWAY
TREES TO BE REMOVED
CONIFER GROVE
EXISTING BUILDINGS
VEGETATION

Figure 7

ment of Transportation. All sites and buildings potentially affected by the project, including those along Stark Street between SE 242nd Avenue and SE 257th Drive, were reviewed and evaluated to insure protection of any significant properties potentially eligible for inclusion in the National Register of Historic Places.

Prior to Euro-American settlement, the native people occupying the land around the proposed project area depended upon the salmon runs of the Columbia River and its tribitaries and concentrated their settlements along the rivers. Euro-American pioneer settlement in the project vicinity began in the 1850's.

Environmental Consequences

According to the Cultural Resources Report summary no National Register or National Register eligible archeologic sites have been identified within the project area. No archeological reconnaissance survey was conducted in the project area because the Oregon Department of Transportation considered it an unlikely site for native settlements and because the area has been extensively altered by urban development (utilities, drainage systems, etc...). The State Historic Preservation Office concurs that a survey is not necessary. However, in the event that archeological resources are discovered during the construction of the project, appropriate mitigation measures will be followed. Section 105.13 of the Standard Specifications for Highway Construction (Oregon State Highway Division, 1984) requires the contractor to cease work immediately at the site

of a discovery and to avoid further damages to the resources at the site. Highway personnel will be notified, and in turn will contact the Federal Highway Administration (FHWA), the State Historic Preservation Office (SHPO), and the Oregon State Museum of Anthropology, Eugene, Oregon. Construction can only resume at the site when FHWA verifies that appropriate mitigation has been completed.

No historic resources are listed or identified as significant in the Statewide Inventory of Sites and Places, the Troutdale Historic Inventory of the City of Gresham LDCD Goal 5 Background Report.

The Environmental Section of the Oregon Department of Transportation has determined that the proposed project would have No Effect upon historic resources. A complete Cultural Report was forwarded to the SHPO for review and comment. They concurred with a Finding of No Effect.

K. Public Participation and Coordination with Other Agencies

A great deal of coordination and citizen involvement for the SE Stark Street project occurred in conjunction with the preparation and adoption of the County's Comprehensive Framework Land Use Plan and Community Land Use Plans. Transportation was a major element of both plans. The Comprehensive Framework Plan included a transportation technical appendix, which analyzed traffic and transit needs for the East County area and recommended the SE Stark Street project. The technical appendix, as well as the Framework Plan, was developed in conjunction with, and reviewed by the City of Gresham, the Columbia Region Association of Governments (now MSD),

the Oregon Department of Transportation, and Tri-Met. Citizen involvement for the Framework Plan, including the transportation element, utilized workshops and town meetings during the development of the plan, and formal hearings with the Planning Commission and Board of County Commissioners during adoption. The Comprehensive Plan was adopted October, 1977, and approved by LCDC in 1980.

Individual property owners on SE Stark Street have been contacted by the Cities of Gresham and Troutdale and Multnomah County. Meetings and coordination have occurred over the past 12 months allowing the property owners to become fully informed of the anticipated Build and No-Build Alternative impacts.

Additionally, considerable coordination has taken place between all the government agencies, utility companies, and others directly affected by the project. A Technical Advisor Committee comprised of representatives from the above agencies and utility companies have held meetings to effectively coordinate the project.

Multnomah Co.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

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RECEIVED
ROAD DESIGN SECTION

October 31, 1984

IN REPLY REFER TO
HPO.6-OR
Do not File
Return to
Bring Up ____/____/____
Action

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IX-9810(2)
SE 242nd Avenue - SE 257th Avenue Section
SE Stark Street
Multnomah County

By letter of October 29, 1984, Mr. Cartwright has requested clarification and documentation on two questions raised by Multnomah County regarding utility location on this project. The issue deals primarily with safe roadsides and a safe operating environment which, in this instance, includes utility poles. Throughout CFR-23 is a charge to assure motorist and pedestrian safety. Section 625 places heavy reliance on the AASHTO guides for design criteria.

23 CFR 645, subpart B, deals primarily with accomodation of utilities. Your attention is drawn to 645.208 which directs us to the State policies and procedures. In the absence of specific geometic details in the State policy we have relied on the AASHTO guidelines as a base for sound judgements on placement of unavoidable roadside obstacles. You may also wish to refer to Section 1204.4 (Program Standard #12). These criteria are subject to reasonable judgements regarding practicality and extenuating circumstances; however, with open space and relatively high speeds it would seem difficult to support placement of fixed objects directly behind the curb.

RIGHT OF WAY ADMINISTRATION
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Chris will look at this section no worse than other

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E. S. HUNTER 11-2-84

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STATE HWY ENGR
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REFER TO
Hunter
FOR
Info | Issues | M/E | D/R | Sign | Sig | Other

Met w/ Hunter - 12-17-84 re Duane Christenson, wrote a letter on thought-more than 30 ft. from edge of travel lane.

As you know, our reimbursement policy is tied directly to the State policy and particularly with the permit system. Accordingly, if the utility is occupying the right-of-way under the normal revokable permit then their relocation would be at their own expense. If the County directed their location to an unacceptable position they may or may not be liable depending on the terms of the permit. If that is the case we would be willing to discuss possible solutions.

It should be noted that while these policies have suffered from poor enforcement in the past they are definitely not new. The same requirements apply to all Federal-aid projects at State and local level. Because of their continuous staff turnover it is sometimes difficult for local agencies to maintain continuity of knowledge regarding many of the State/Federal objectives. We are willing to assist you in a program that would periodically update their awareness in several areas if you feel it necessary.

Sincerely yours,

G. K. Hassner

for Dale E. Wilken
Division Administrator

cc:
OSHD (J Cartwright)
OSHD (G Potter)

ROAD DESIGN SECTION

ROW

Jim McClure
Metro Regional

December 12, 1984

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Road Design Engineer

Roadside Clearance for Utility Poles
SE 242nd Ave-SE 257th Ave. Section
S.E. Stark Street
Multnomah County

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ROAD DESIGN SECTION

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Action

In response to your letter of October 18, 1984, concerning the above subject, we have reviewed the requirements for horizontal setback from curbs to utilities. While there are no hard and fast rules and policies, there is general guidance in this area contained in the 1984 AASHTO Policy on Geometric Design and other AASHTO fixed obstacle design guidelines.

All AASHTO references indicate utilities should be as far from traffic as practical or feasible, and in reference to curbs be a minimum of 1.5 feet from the face of curb to the utility obstruction. The preferred location of utilities is behind the sidewalk or near the right-of-way line.

The location of power poles on adjacent sections along S.E. Stark Street and S.E. Division Street were reviewed by both Jack Cartwright, Utility Relocation Coordinator and Cliff Christianson, Area Engineer for FHWA. It was their conclusion that there was not any greater traffic hazard in the proposed project section between S.E. 242nd Avenue and S.E. 257th Avenue than there was in the other portions of S.E. StarkStreet.

Due to the following it is not justified to relocate the power poles a second time:

1) Power poles were relocated about a year ago to what the County advised PGE would be the ultimate location after widening of Stark Street.

2) Estimated cost of a second relocation of $277,660.

3) Power poles in this section after widening will be set back consistent with utility poles in adjacent sections of Stark Street towards town.

Please emphasize to Multnomah County and others the importance on future

projects of locating power poles and other utility obstructions to the back of the sidewalk and/or near the right-of-way line.

DOC:bn

cc: G. K. Hossner, FHWA
J. M. Cartwright
Ed Hardt
J. B. Boyd
G. Potter
R. Kuehn

STATE OF OREGON

INTEROFFICE MEMO

TO: D. O. Christensen
Road Design Engineer (Designate)

DATE: December 10, 1984

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Power Pole Setback
S.E. 242nd Avenue - S.E. 257th Avenue Section
S.E. Stark Street
Multnomah County

About two weeks ago, while in Portland, I drove out S.E. Stark Street to review the power pole "setback" problem on the proposed S.E. 242nd Avenue -S.E. 257th Avenue Section of S.E. Stark Street.

I observed that from S.E. 82nd Avenue east to S.E. 242nd Avenue the power poles were placed just behind the existing curbs. I also drove back into Portland on S.E. Division Street and the poles were just behind the curb on the recently reconstructed sections.

It appeared to me that we might be overemphasizing the traffic hazard of power poles behind the curb in this short section of S.E. Stark Street, especially when the rules are rather vague governing the location of power poles on urban streets.

I contacted Cliff Christianson, Area Engineer, FHWA, and requested that he make a field review of the proposed project and the power pole setback problem. On December 7, 1984, Cliff called to advise that he had reviewed the project in the field. He could not see that there was any greater traffic hazard in the proposed project section between S.E. 242nd Avenue and S.E. 257th Avenue than there was in the other portions of S.E. Stark Street. He agreed that the poles would be better placed at the back of a sidewalk area. Cliff also agreed that, because of the cost of a second power pole relocation and the question of who would be responsibile for those relocation costs, the moving of the power poles from behind the curb to the back edge of the walk probably could not be justified.

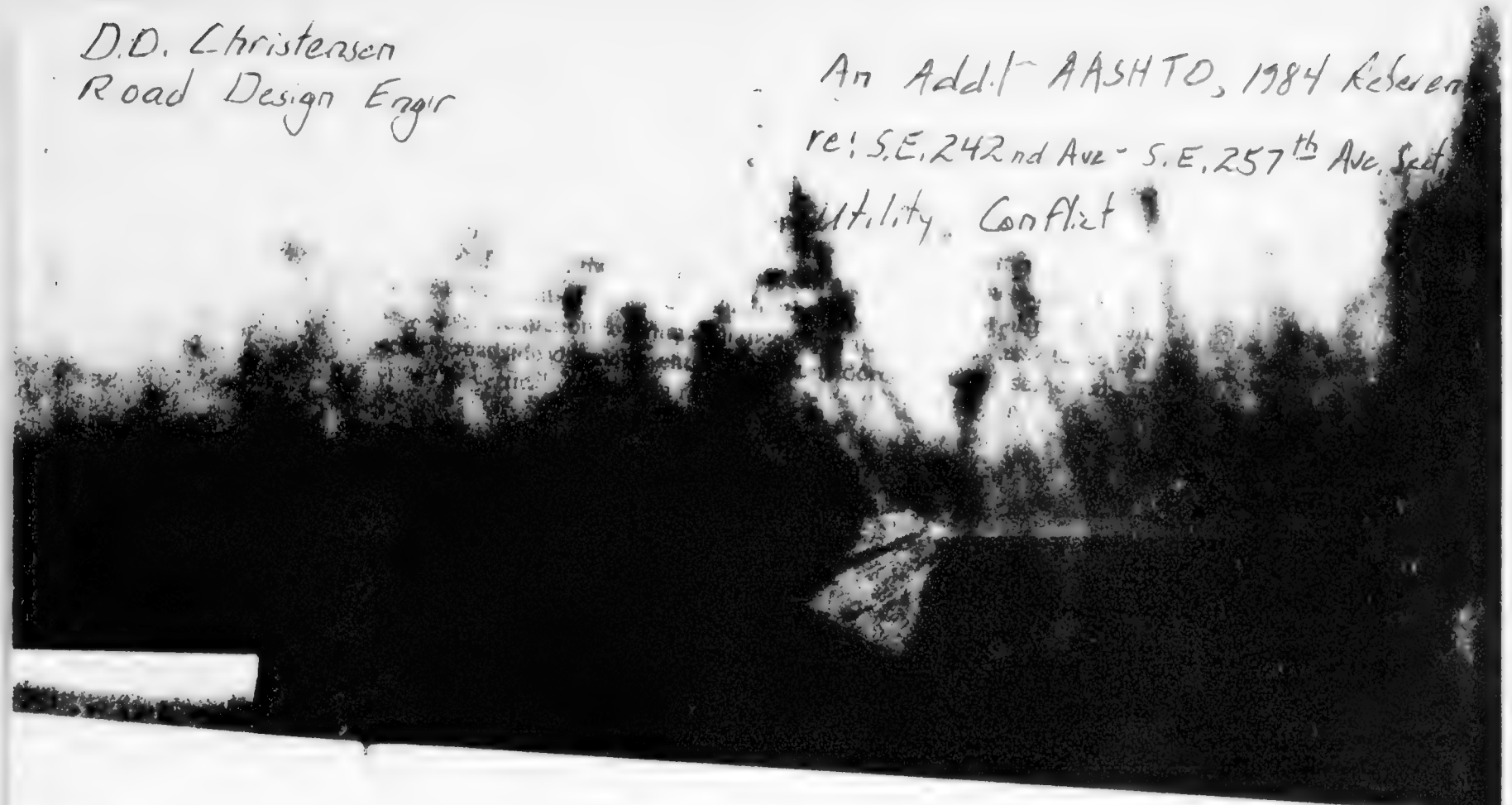
Cliff advised that we should emphasize to Multnomah County the importance, on future projects, of locating power poles at the back of the sidewalk area and not require a second relocation on this project.

JMC:jr

cc: J. B. Boyd

D.D. Christensen
Road Design Engr

An Add.l AASHTO, 1984 Referen
re: S.E. 242nd Ave - S.E. 257th Ave. Sect
Utility Conflict



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R & UTILITY UNIT

desirably wide
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There are sections along almost all highways where the cuts and fills are slight. Widened shoulder sections can be placed at these locations with a minimum of expenditure. In rolling terrain the cross section frequently changes from fill to cut. These points of change are the logical places for such turnouts. The additional excavation, as well as embankment, usually is small, and the haul distance is negligible. Where intermittent shoulders or turnouts are provided, transition sections of ample length should be provided to encourage usage and permit entrance at prevailing speeds.

HORIZONTAL CLEARANCE TO OBSTRUCTIONS

The term "clear zone" is used to designate the unobstructed, relatively flat area provided beyond the edge of the traveled way for the recovery of errant vehicles.

The width of the clear zone is influenced by the type of facility, speed, horizontal alignment and embankment slopes. The *AASHTO Guide for Selecting, Locating, and Designing Traffic Barriers* (12) discusses clear zone widths as related to speed and embankment slope. The *Guide* should be used for freeeways, rural arterials and high-speed rural collectors. For low-speed rural collectors and rural local roads, a minimum clear zone width of 10 ft should be provided.

For urban arterials, collectors and local streets where curbs are utilized, a minimum distance of 1.5 ft should be provided beyond the face of the curb. Where shoulders are provided rather than curbs, a clear zone commensurate with rural conditions should be provided.

CURBS

General Considerations

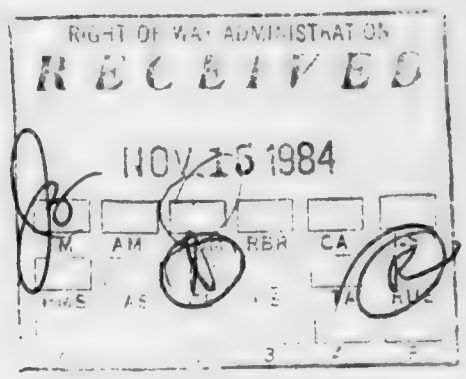
The type and location of

STATE OF OREGON
TECHNICAL SERVICES BRANCH

INTEROFFICE MEMO
DES

TO: SECTION HEADS, REGION ENGINEERS, DISTRICT MAINTENANCE SUPERVISORS, PROJECT MANAGERS

DATE: November 8, 1984



From: E. S. Hunter
Assistant State Highway Engineer

Subject: AASHTO Policy on Geometric Design of Highways and Streets, 1984

The Transportation Commission recently adopted the AASHTO Policy on Geometric Design of Highways and Streets, 1984. The new Geometric Design Policy has been developed over the past ten years by a select AASHTO Task Force representing all of the states.

As of this date, the 1984 Policy shall be used as the basis for all project designs by the Oregon Highway Division, excluding those projects scheduled for contract in November and December, 1984.

The 1984 AASHTO Geometric Design Policy replaces the following AASHTO publications:

1. A Policy on Geometric Design of Rural Highways, 1965.
2. Geometric Design Guide for Local Roads and Streets, 1969.
3. Geometric Design Standards for Highways Other Than Freeways, 1969.
4. A Policy on Design Standards for Stopping Sight Distance, 1971.
5. A Guide for the Application and Design of Frontage Roads on the National System of Interstate and Defense Highways, 1962.

The Salem Storeroom has additional copies available.

cc Dale E. Wilken
H. S. Coulter
R. N. Bothman
W. E. Schwartz
Bob Kuenzli
Library

81-128-1387

D. O. Christensen
Road Design Engr
D. K. Lofgren 11-14-84

198. AASHTO Utility References
S.E. 242nd Ave. - S.E. 257th Ave. Sect.
S.E. Stark St.
Multnomah Co.
Project No. IX-9810(2)

The 1984 AASHTO Policy on Geometric Design does not offer any additional hard fast rules for utility placement on highway right of way.

It does refer to the 1977 Guide for Selecting, Locating, and Designing Traffic Barriers in regard to clear zone requirements which would supersede our long established 30' clear zone policy.

Other references are included in the Draft Report in the attached data.

The text states that utilities and landscaping should be near the right of way line and should be outside the selected clear zone. Chapt. VII Pg. 539

In curbed sections, it states that utilities should be located at least 1.5 feet behind the face of the curb where there is a border area between the curb and walk, and where feasible, behind the sidewalk. Chapt. III Pg. 338

Another reference to sidewalks states the border width should range from 8 to 11 ft., including the sidewalk width. Traffic signals, utility poles, fire hydrants, and other utilities should be placed as far back of the curb as practical for safety reasons. Chapt. VII Pg. 528

There are several other references in regard to utilities but are general in nature.

All AASHTO references indicate utilities should be as far from traffic as practical or feasible. In reference to curb and sidewalk, the preferred location is behind the walk, near the right of way line.

The County-State agreement should indicate the party responsible for relocating the utilities. Since the county relocated the poles originally I assume this was accomplished @ the utilities expense under the authority of the countys permit system or franchise. If the poles were relocated according to county policy and agreed to by both parties, the utility would consider a second move as reimbursable. I would assume the funding participation will be as determined by the FHWA, County & State (Utility Unit)

NOTED
D. O. Christensen

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

October 31, 1984
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IX-9810(2)
SE 242nd Avenue - SE 257th Avenue Section
SE Stark Street
Multnomah County

By letter of October 29, 1984, Mr. Cartwright has requested clarification and documentation on two questions raised by Multnomah County regarding utility location on this project. The issue deals primarily with safe roadsides and a safe operating environment which, in this instance, includes utility poles. Throughout CFR-23 is a charge to assure motorist and pedestrian safety. Section 625 places heavy reliance on the AASHTO guides for design criteria.

23 CFR 645, subpart B, deals primarily with accomodation of utilities. Your attention is drawn to 645.208 which directs us to the State policies and procedures. In the absence of specific geometic details in the State policy we have relied on the AASHTO guidelines as a base for sound judgements on placement of unavoidable roadside obstacles. You may also wish to refer to Section 1204.4 (Program Standard #12). These criteria are subject to reasonable judgements regarding practicality and extenuating circumstances; however, with open space and relatively high speeds it would seem difficult to support placement of fixed objects directly behind the curb.

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[illegible] & UTILITY [illegible]

As you know, our reimbursement policy is tied directly to the State policy and particularly with the permit system. Accordingly, if the utility is occupying the right-of-way under the normal revokable permit then their relocation would be at their own expense. If the County directed their location to an unacceptable position they may or may not be liable depending on the terms of the permit. If that is the case we would be willing to discuss possible solutions.

It should be noted that while these policies have suffered from poor enforcement in the past they are definitely not new. The same requirements apply to all Federal-aid projects at State and local level. Because of their continuous staff turnover it is sometimes difficult for local agencies to maintain continuity of knowledge regarding many of the State/Federal objectives. We are willing to assist you in a program that would periodically update their awareness in several areas if you feel it necessary.

Sincerely yours,

[illegible] By
[illegible]
[illegible]

Dale E. Wilken
Division Administrator

cc:
OSHD (J Cartwright)
OSHD (G Potter)

12-7-84

Talked to Cliff Christian this date. He reviewed the pole set back in the field. He agreed that traffic conditions were relatively the same the length of S.E. Stark St and that the ~~second~~ poles were about 1½ feet behind curb out to 242nd Ave. Considering the cost of a second relocation, it was not deemed necessary to relocate the poles a second time - County should be cautioned about future placements of relocated poles to back of walk Jr.

October 29, 1984

TO: Glenn K. Hossner
Field Operations Engineer
Federal Highway Administration

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Roadside Clearance for Utility Poles
SE 242nd Ave.-SE 257th Ave. Section
SE Stark St.
Multnomah County
Project No. IX-9810(2)

Portland General Electric Company (PGE) has an existing 12.5 KV power line along the southerly side of SE Stark Street. About a year ago, PGE moved their power line poles to what the County advised would be the ultimate location after SE Stark Street was widened. This location is about 1½ feet behind the curb.

Recently the Metropolitan Region staff has advised Multnomah County that the PGE power poles would have to be moved to the back of the sidewalk. The relocation is being requested to provide better safety clearance on the 45 mph arterial.

Multnomah County has requested clarification and documentation on the following:

1. Authority to require the poles to be relocated to back of the sidewalk.

2. Will Federal funds participate in the cost of the power poles relocation?

Copies of correspondence from Bebe Rucker, Senior Planner, Multnomah County and Jim McClure, Project Development Engineer, OSHD are attached.

Would you please provide answers to the two questions posed by Multnomah County.

cc: Bebe Rucker, Mult. Co.
Jim McClure
Don Adams
Dick Fleming-w/attach.

226-1908

STATE OF OREGON

INTEROFFICE MEMO

TO: DON ADAMS
Final Design Engineer

DATE: October 18, 1984

FROM: JIM McCLURE
Project Development Engineer

SUBJECT: S.E. 242nd Ave.-S.E. 257th Ave.
S.E. Stark St.
Multnomah County

Versteeg
Anderson
Adams
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OCT 22 1984
ROAD DESIGN SECTION

Do not file
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Action

Multnomah County has been advised by our staff that the utility poles that were recently installed by PGE will need to be relocated on the subject project to the back of the sidewalk. The reason for the relocation is that the poles after widening would be only one and one-half feet behind the curb and from a safety standpoint, on a 45 m.p.h. arterial, this would be unacceptable. We have discussed this safety requirement with Cliff Christianson and he agrees with our recommendation to the County.

Attached is a letter from Bebe Rucker requesting clarification in two areas:

1. Documentation on the authority to require the pole relocation;

2. A determination that if the power poles need to be relocated, could federal funds participate in the cost.

It appears that we will need a letter from FHWA documenting the need to relocate the poles along with a determination on federal participation. From a safety standpoint, there is no question that the poles located behind the sidewalk or near the property line is the best design.

Multnomah County is planning to construct the five-lane arterial within the existing 80-foot right-of-way which was obtained primarily through dedication. The 66-foot roadway will consist of a 12-foot median, 11-foot travel lanes with 5-foot bike shoulders on each side along with 6½-foot sidewalks on both sides. We have requested that the poles be placed at the back edge of the sidewalk but within the existing right-of-way with overhead aerial easements to be acquired.

Don Fantz has reviewed the attached AASHTO fixed obstacle design guidelines with the County; however, the County feels that these standards are not clear and are "gray" in terms of specific requirements. Therefore, Bebe Rucker is requesting FHWA to document the authority requiring pole

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OCT 26 1984
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relocation and the distance back from the face of curb that would be acceptable. We have recommended 6 feet from the face of curb to the center of poles, or locating the edge of pole on the right-of-way line. If federal project funds can be used to relocate the poles, I would assume this would not be a big issue with the County.

po

cc: Ed Hardt
Curt Duval
Don Fantz
Dave Simpson

Attachment

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DENNIS BUCHANAN
COUNTY EXECUTIVE

September 17, 1984

OM MRE OE PPM CE
TOS ME
US SEP 19 1984 PDM
CSA Metro Region TAM
SO PA EM BUD LM

Mr. Don Fantz
Oregon Dept. of Transportation
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

SUBJECT: SE Stark Street (242nd-257th).

Dear Don:

The County proposes to widen Stark Street (242nd to 257th Avenues) using federal interstate transfer funds.

Portland General Electric has a 12,500 volt power line located on the south side of Stark. About a year ago PGE moved their poles to what the County advised would be the ultimate location after Stark Street was widened--about 1 1/2 feet behind the curb. The FHWA is requesting the poles be located farther away from the curb than 1 1/2 feet. At the present time it is unknown if the cost of pole relocation would be federally participating.

If it is not a participating project cost, the cost of relocation will be borne by one of three parties--PGE, Gresham, or Multnomah County. It will be necessary to document the authority requiring the pole relocation in order to effect the financing for this item. It would be most helpful at this time to begin supplying to the parties the written documentation for the pole relocation as well as the new location in relation to the travel lanes or the curb.

Thank you for your assistance in this matter.

Sincerely yours,

Bebe Rucker

Bebe Rucker
Senior Planner

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OCT 26 1984
RR & UTILITY UNIT

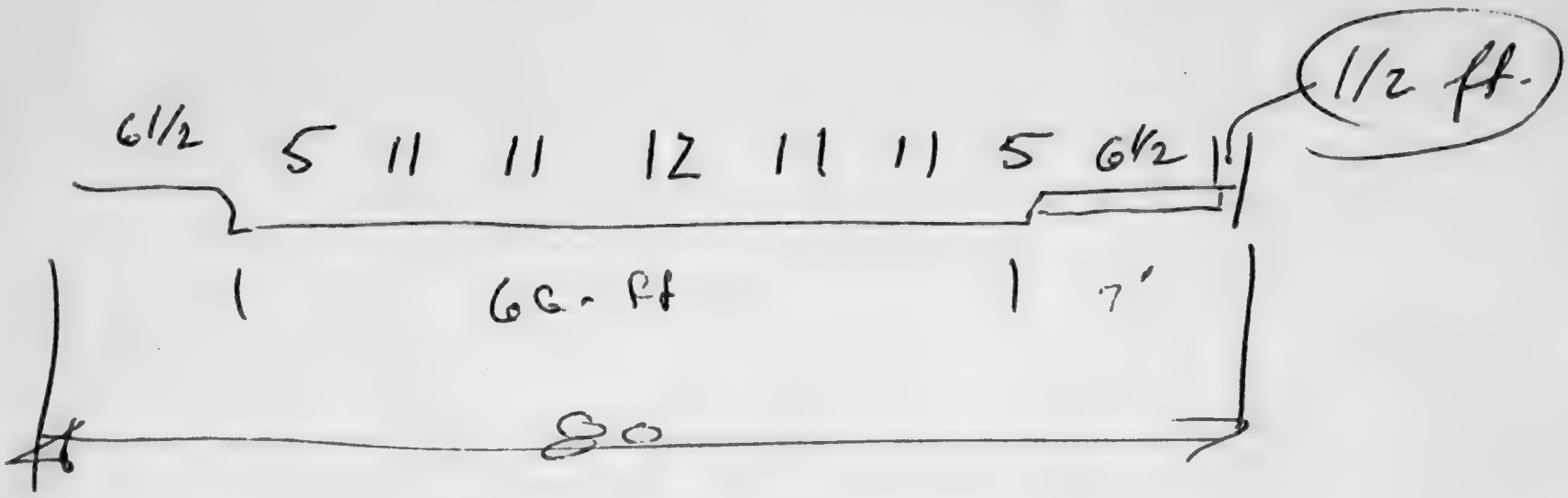
cc: Dave Simpson

BR:b

cc: PGE
Gresham
Troutdale

80-ft R/W

66-ft. Rdway w/ 6½ walks



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DRAFT REPORT

FIXED OBSTACLE CLEARANCE AS HIGHER DESIGN SPEEDS FOR URBAN AREAS

INTRODUCTION

This report is a summary of design guides and standards that control border areas in a higher speed (35-50 mPH) urban design. While there is a clear direction for border area design standards with speeds less than 35 m.p.h., there is very little ~~specific~~ designating specific information ~~on~~ minimum clearances for urban arterial designs with speeds above 35 m.p.h. This report will help establish direction for control of street trees and utility poles within the border area for higher speed urban arterial design in both new and existing right-of-way.

URBAN SETTING

Urban arterials traverse residential, commercial, and industrial areas; some of which have established right-of-way and are built up. Because of right-of-way costs and disruption to established urban settings, local jurisdictions tend to use minimum design standards for project development. Some jurisdictions have developed arterial standards that do not meet minimum AASHTO standards, and therefore, need to be modified upward when use of federal highway funds are anticipated.

BORDER AREAS

Following are excerpts from several publications that give guidelines and minimum treatment for border areas on urban arterials.

Ref. I. State Highway Typical Sections - State Highway typical sections indicate that street trees may be planted a minimum of three feet behind a barrier curb when a minimum ten-foot shoulder is included in the cross-section. For street trees in the median, State Highway typical sections require a minimum of ten feet face of curb to ~~the tree~~ face of Curb with the trees Centere!. The minimum median

treatment requires additional protection of higher barrier curb and sloped median surface.

Ref. II. AASHTO Design Policy, Chap. H, (Elements), Borders and Sidewalks - "The main function of the border is to provide space for sidewalks. Other functions are to provide for utility installation, provide a green ~~built~~ Lolt strip which inhances . . . . .". "Few, if any, general design controls can be established for borders other than an overall preference to keep them as wide as practicable." "In any case, the minimum border in residential areas should be at least eight feet and preferably twelve feet wide." "In blocks fully developed with retail stores and offices, the entire border areas usually is sidewalk. A minimum width of six feet should be provided and preferably eight to twelve feet."

Ref. II, AASHTO, Chap. H, (Elements), Utilities - "Longitudinal installations should be located on uniform alignment as near as practical to the right-of-way line so as to provide for a safe environmental for traffic operation and preserve space for future highway improvements and other utility installations." "The horizontal and vertical location of utility lines within the highway right-of-way limits should conform with the clear roadside policies applicable for the system, type of highway, and special conditions for the particular highway section involved."

Ref. II, AASHTO, Chap. H, (Elements), Landscaping and Erosion Control - "In general, all shrubs and trees should be set well back from travel lanes and carefully located so as not to impair sight distances, particularly in intersection areas." "Trees of ultimately large trunk size close to the traveled way are potential hazards, particularly on freeways. In general, an area of

at least 30 feet from the traveled way should be kept clear of trees with a trunk diameter exceeding four inches . . . . .". "On arterials in suurban areas with full or partial controlof access, speeds may be quite high with a few reckless drivers possibly exceeding 60 m.p.h. On these facilities, a wide clear area of the edge of pavement is desirable. On street-type arterials, particularly in residential areas with sidewalks, trees may be planted between the curb and sidewalk. Speeds are much lower and the curb will deter most vehicles from leaving the roadway."

Ref. II, AASHTO Policy, Chap. K (Arterial STreets), Borders and Sidewalks - "Among the factors to be considered in determining minimum border widths are: Pedestrian requirements, snow storage, storm drainage, traffic control devices, roadside appurtenances & utilities. In all cases, the minimum border should be eight feet wide and preferably 12 feet or more."

Ref. III, AASHTO Highway Design and Operational Practices Related to Highway Safety, Chap. 5 (Roadside Design), Roadside Obstacles - "Utility poles which occupy the highway right-of-way should be placed as far as practical from the travel way and beyond the clear roadside area. In urban and suburban areas, where there area curbed sections, poles should be located as far as practical behind the face of curb. In areas with sidewalks, poles should be located behind the sidewalk if possible."

Ref. IV, Policies for Accommodation of Utilities on Highway Rights-of-Way, Chap. 3, Overhead Power and Communication Lines - This policy document quotes the AASHTO guide for location of overhead lines, "For urban areas, overhead lines should be located at or near the right-of-way line." "In curbed sections, overhead lines should be as far as practical behind the face of curb, and where feasible, behind the sidewalk." " . . . . . many states have adopted

them as offical policy in total, and others have accepted them with a minimum amount of additions and specifics to their own concepts and conditions."

Ref. V, Design of Urban Streets, Chap. 7 (Street Design Elements), Required Right-of-Way Widths - "One major restriction on right-of-way design in the past has been the need for local standards in order to qualify for federal or state funding. For example, the guidelines set forth in the AASHTO redbook has had considerable impact on urban street design."

Ref. V, Design of Urban Streets, Chap. 7 (Factors in Establishing Right-of-Way Requirements, from Table 7-6 Sec. on Border Area) What Width is Needed for a Sidewalk? What Policies Affect the Distance Between Edge of Sidewalk and Right-of-way Line, and are Utility Poles Placed in this Area? Is there a Landscaping Plan or Policy Which Affects the Border Area?

Ref. V, Design of Urban Streets, Chap. 7 (Street Design Elements, Section on Sidewalks) - "The minimum width of a sidewalk in low volume pedestrian areas should be four feet. In retail areas with considerable pedestrian activity, from six to twelve feet is the range of widths commonly found." Section on Border Areas - "Current practice designates the border area as including the space from the face of curb to sidewalks, the sidewalk itself, and the space from the outer edge of sidewalk to the property line." "If the sidewalk is placed away from the curb, a minimum of five feet should be provided . . . . .". "If the area is to be landscaped, from eight to ten feet may be needed for proper care and maintenance."

Ref. V, Design of Urban Streets, Chap. 16 (Other Design Considerations), Sec. on Landscaping - "The street designer should always be a part of the decision

making landscaping, particularly as they relate to sight distance and possible future relocation due to change in curb alignment. Considerations of importance in design of landscaping include: . . . . . what will be the mature size of trees and shrubs, and how will this size affect safety, visibility, and maintenance cost? Is the border area of sufficient width to accommodate the type of landscaping planned? . . . . The AASHTO redbook recommends that any trees with mature trunk diameter of four inches or greater be at least 30 feet from the edge of roadway. However, in urban areas with lower travel speeds, this restriction can be relaxed. In general, large trees should be kept at least six to ten feet from the edge to allow a driver to encroach slightly without having a collision."

Ref. I State Highway Typical Section for Land Use Planning, Feb. 1981.

Ref. II A Policy on Design of Urban Highways and Arterial Streets, 1973, American Association of State Highway and Transportation Officials.

Ref. III, Highway Design and Operational Practices Related to Highway Safety, Second Edition 1974, American Association of State Highway and Transportation Offials.

Ref IV, Policies for Accommodation of Utilities on Highway Rights-of-Way, Transportation Research Board, National Research Council, 1976.

Ref. V, Design of Urban Streets, January 1980, Technology Sharing Report, 80-204, U.S. Department of Transportation, Federal Highway Administration Office of Research and Development.

DEF:po

OSHD

9/11/84

Reference

ing and grouting techniques, instructions and controls could be prepared jointly by AASHTO, and utilities companies and equipment manufacturers.

Examples of Installation Policies

Open cuts are permitted in New York only with adequate justification. Kentucky prefers augering, jacking, boring, pushing or tunnelling. Open trenching is permitted only with departmental approval. North Carolina permits no cuts on roads with more than 2,000 ADT, except in unusual cases. Pennsylvania permits trenching when it can be justified for economic and engineering reasons. Tennessee stipulates that cuts are permitted only in extreme hardship cases. Texas allows trenching on low-traffic roads or non-controlled access urban roads where conditions justify. West Virginia requires jacking or boring under existing roads except where unusual conditions are encountered. Colorado limits trenching to situations where boring or pushing are impractical. Delaware requires that in trenching work, only one-half of the travelway can be open at any one time, and Florida stipulates that one-way traffic must be maintained during daylight hours and two-way traffic at night.

Alabama requires certification of backfill compaction by a registered professional engineer or certified testing laboratory. Wet-boring is prohibited in Georgia, Indiana, Louisiana, New Mexico, North Dakota, Ohio, Pennsylvania, Rhode Island and South Carolina. Wet-boring is not permitted under major highways in Massachusetts, New Jersey and Vermont. Tennessee does not permit wet-boring without prior written approval. Wet-boring is allowed by special approval in South Dakota and for lines less than 2 in. (50 mm) diameter in Illinois.. Alabama permits wet-boring, but includes a detailed specification on this method in its policy.

CHAPTER THREE

OVERHEAD POWER AND COMMUNICATION LINES

The need for electrical and communication organizations to occupy fair and reasonable space in, on, and over highway right-of-way lands, in keeping with their franchise requirements to serve the public need, cannot be considered as a "blank check" for accommodation of their facilities. The type of plant they install, where and how construction will be permitted, and how they must maintain, repair and enlarge their structures are decisions that highway authorities must regulate to protect the primary purpose of the highway systems (i.e., the safe and expeditious movement of traffic).

Technological, legal, aesthetic, and economic considerations dictate whether power and communication lines are located underground or overhead. Overhead lines affect road systems and their right-of-way lands in different ways than underground utility structures. Overhead lines may involve less effect on other utilities and the road structure, and cause less disturbance to the roadway in case of line failures or utility relocation or augmentation. However, their exposed location may represent a safety hazard to highway users, or may interfere with highway maintenance operations.

Overhead line facilities use the right-of-way for the installation of poles and supports (guys and other stabilizing facilities). Problems include avoidance of physical interference with other overhead lines and their appurtenances, as well as interference with highway structures; prevention of electrical or telecommunication interferences: and the problem of overhang in the airspace over roads, interchanges or other roadway system features.

To avoid these problems, AASHTO has suggested guidelines of a general nature, and state highway agencies have established specific policies relating to location, vertical clearance, and type of construction.

LOCATION OF OVERHEAD LINES

The AASHTO *Guide* offers criteria for the location of overhead power and communication utilities in highway rights-of-way, subject to translation of these suggestions into policy parameters that suit conditions in individual states. As with all types of utilities occupying space of any type in the right-of-way, overhead lines should be as far from the traveled way as possible, and contain as few physical structures as possible. The AASHTO *Guide* includes the following provisions on location:

—For rural areas, overhead lines should be located at or near the right-of-way line, and at least outside the clear roadside area [30 ft (9 m)] where there is sufficient space.*

—For urban areas, overhead lines should be located at or near the right-of-way line.

—In curbed sections, overhead lines should be as far as practical behind the face of the curb, and where feasible, behind the sidewalk.

* The 1974 AASHTO "Yellow Book" (6) indicates (p. 38) that the "30-ft distance is not a magic number . . . the application of engineering judgment is still required in providing a safe roadside."

TABLE 3

OVERHEAD POWER AND COMMUNICATION LINE LOCATION POLICIES

State	Maximum Distance from R.O.W. Line	Minimum Distance from			
		Pavement Edge	Shoulder	Curb Face	Guardrail
Ala.	5 ft	30 ft ⩾ 50 mph 20 ft < 50 mph		6 ft	
Cal.	Close as possible			2 ft	
Conn.		12 ft or →	8 ft		Cable 13 ft Beam (weak post) 9 ft Beam (strong post)5 ft
Fla.	6-1/2 ft	30 ft ⩾ 50 mph 18 ft < 50 mph		4 ft	
Hawaii	5 ft	30 ft rural 20 ft urban		6 ft	
Kans.	2 ft	30 ft			
La.	1/2 crossarm, plus 1 ft				
N.M.	1 ft				
P.R.		12 m			
S.D.		30 ft ⩾ 750 ADT[a] 15 ft < 750 ADT		6 ft	
Tex.	1 to 3 ft				
Vt.		30 ft			

NOTE: In most states exceptions are permitted if space is not available or if poles are behind walls, guardrails, etc., or on top of cut slopes.

[a]ADT (Average daily traffic)

—On narrow rights-of-way, self-supporting, single armless poles should be considered before relaxing the right-of-way line requirement. As an alternative, poles should be located behind guardrails, beyond open ditches, slopes or retaining walls, or similarly protected locations.

—In irregular rights-of-way, location variances can be permitted to provide reasonable alignment patterns.

—Longitudinal installations should not be permitted in medians.

—For crossings, poles are not permissible in medians of less than 80 ft (24 m) in width.

These suggestions are so clear-cut that many states have adopted them as official policy in total, and others have accepted them with a minimum amount of additions and specifics to meet their own concepts and conditions.

Discussion of Overhead Line Location Policies

Among the variations in location requirements, the intent to keep overhead lines and their supporting structures as far as possible from traffic remains. The repetitive references to the 30-foot criterion is evidence that highway agencies tend to agree with the AASHTO *Guide*.

Examples of Overhead Line Location Policies

Location requirements for overhead power and communication lines for a number of states are given in Table 3. Several other agencies use the exact language of the AASHTO *Guide* as their policy.

Some other policy requirements include:

• Maine ties its utility location on rural highways to right-of-way width. For 100-ft (30-m) rights-of-way without curbs, poles must be set not less than 30 ft (9 m) from the edge of the traveled way; on narrower rights-of-way without curbs, the location is established as not less than 10 ft (3 m) beyond the edge of the shoulder. Minimum distance beyond curbs is 10 ft, and not less than 8 ft (2.4 m) behind beam-type guardrails. On urban roads with curbs, poles shall be not less than 6 ft (1.8 m) from

the face of the curb when the right-of-way is from 10 to 14 ft (3.0 to 4.3 m) behind the curb. For R.O.W. greater than 14 ft, locations shall approach standards for rural highways. No poles are permitted less than 1 ft (0.3 m) from a curb face.

• Missouri requires poles to be within 2 ft (0.6 m) of the R.O.W. line except in the relocation of existing poles. These may be within 5 ft (1.5 m) of the R.O.W. line.

• New Hampshire has a minimum distance of 30 ft (9 m) from the pavement edge or 5 ft (1.5 m) behind the ditch bottom. However, there are exceptions. Poles may be located 14 ft (4.3 m) behind the guardrail. On a rural road when there is insufficient right-of-way width, poles should be located within one-half the crossarm width from the right-of-way line but not closer than 8 ft (2.4 m) from the pavement edge, shoulder, or face of the guardrail.

• New York requires that for speeds over 35 mph (56 km/hr), nonfrangible structural members must be located not less than 30 ft (9 m) from the pavement edge; for speeds of under 35 mph, location shall be at the right-of-way line. If this is not feasible, poles may be set behind the sidewalk or a minimum distance of 2 ft (0.6 m) behind the face of the curb.

• Oregon draws a correlation between location of poles and the number of lanes in the roadway. For two-lane roads, poles must be located within 1 ft (0.3 m) of the right-of-way line when the land width on the side of the highway occupied by utility supports is up to 50 ft (15 m); for four-lane roads, location must be within 1 ft when right-of-way widths are up to 62 ft (19 m) on the pole side. For wider rights-of-way, poles must be located within 5 ft (1.5 m) of the R.O.W. line. Subject to right-of-way width, no pole must be within 30 ft (3 m) of the edge of a traveled way unless protected by a wall, guardrail, slope, etc. Poles must be located at least 5 ft behind guardrails.

VERTICAL CLEARANCE BENEATH OVERHEAD LINES

States add vertical clearance requirements to their horizontal location stipulations to assure that highway traffic will not be affected by overhead electrical power and communication lines and, conversely, that the safety of these utilities will be protected. AASHTO has offered the simple guideline that clearances should conform to National Electrical Safety Code requirements (*7*), or subject to greater heights required by each state's own laws, regulations, or policy.

Discussion of Vertical Clearance Policies

Vertical clearance of electrical and communication lines is one area in which there is substantial agreement among the states. Almost all policies require conformance to the National Electrical Safety Code as suggested by the AASHTO *Guide*, although some require slightly greater minimum clearances than the Code. The few states with minimums considerably in excess of those in the Code might want to re-evaluate their requirements to determine if they are compatible with the requirements of adjacent states.

Examples of Vertical Clearance Policies

Almost all state policies follow the AASHTO *Guide* in referring to the National Electrical Safety Code for vertical clearance requirements. However, about half of the policies also specify an absolute minimum clearance over pavements. The most common of these is 18 ft (5.5 m) or 20 ft (6.1 m), but a few states specify considerably higher clearances.

Of the few states that make no reference to the Code, one simply uses an abbreviated form of the Code's minimum clearance table. The others refer to the state public utility commission as the arbiter of clearance requirements.

Some examples of policies on vertical clearance follow.

• Minimum vertical clearance for overhead power and communication lines . . . shall conform with the National Electrical Safety Code. However, in no instance should an aerial crossing have less vertical clearance over the roadway than eighteen (18) feet. (states with a specific minimum in addition to the Code.)

• Some states have different minimums for freeways and other roads: typically, 20 or 24 ft (6.1 or 7.3 m) for freeways and 18 ft (5.5 m) for other highways.

• A number of policies differentiate between communication and electrical lines in specifying the minimum clearance: typically, 18 ft (5.5 m) for communication and 20 or 22 ft (6.1 or 6.7 m) for electrical lines.

TYPES OF POLE CONSTRUCTION

The types of poles are regulated by states in order to control the use of their rights-of-way and to provide optimum use of the supports allowed within the right-of-way.

The AASHTO *Guide* recommends single-pole construction for longitudinal lines. Joint use of poles is encouraged in accordance with Rule 222 of Part 2 of the National Electrical Safety Code.

Discussion of Pole Construction Policies

Of all the facets of overhead line installations on highway rights-of-way, the policies covering types of poles and the use thereof show the greatest consensus.

Most policies use the language of the AASHTO *Guide* without addition or exception. A few states have added requirements that permit only one pole line on each side of the road. One state requires cable television lines to use existing poles. Although the joint use of poles along roadsides is encouraged in most states, it is not required by policy. The AASHTO *Guide* has served to produce a general unanimity regarding type of pole construction.

10/126

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DENNIS BUCHANAN
COUNTY EXECUTIVE

November 26, 1984

Mr. Jack Cartwright
Utilities Relocation Co-ordinator
Oregon Dept. of Transportation
Salem, OR

Dear Jack:

Please find enclosed the material you requested regarding the PGE pole relocation on SE Stark Street between 242nd and 257th Avenues.

If you have any further questions, please call me at 248-3597.

Sincerely,

John Dorst

John Dorst

JD:vh

Enc:

RECEIVED
NOV 28 1984
RR & UTILITY UNIT

JOHN DORST. 11-26-84

D-0074 S.E. STARK ST.
PGE POLE RELOCATION

1 BOB WARNER SUBMITTED TOP OF CURB GRADES TO WAYNE KELSEY (MULT. CO. DES) 6-20-83 RELATIVE TO PGE POLE LOCATIONS.

2. PG.E JOB NO. 6578 DATED 5-11-83 INDICATES: ALL POLES TO SET 34'-9½℄ TO POLE CENTER OR 34'-5'℄ TO FACE OF POLE

3 IT WAS MY UNDERSTANDING THAT PGE WAS PLANNING TO RELOCATE CERTAIN POLES FOR DEVELOPEMENT & FELT IT ADVANTAGEOUS TO RELOCATE IN 1983.

4 TO MY KNOWLEDGE MULT. CO. DID NOT REQUEST PGE TO RELOCATE.

Ron Wong.

Portland General Electric Company

Ron Wong
10-30-84

October 29, 1984

BeBe Rucker
Multnomah County
Engineering Services
2115 S.E. Morrison St.
Portland, OR 97214

Dear BeBe,

We have completed our cost estimates for the S.E. Stark St. project from the first pole West of 246 to first pole West of 257th. We could not relocate the first three poles East of 244th due to conflict with parking lot lights in the shopping center and anchoring problems and overhang at new restaurant.

The three poles between 244 and 246th were relocated previously when shopping center went in, and curbs and sidewalks are installed in this section. Due to the anchoring problems and easements required for switching gear, it would be prohibitive to convert the intersections at 244th and 257th Ave. If these two intersections are to be included, the costs will have to be revised considerably.

The underground conversion cost was estimated for between the same poles as the relocation job.

Cost of relocating line	$24,568.00
Cost of conversion	
Remaining book cost of overhead	39,813.00
Removal cost	10,880.00
Salvage Credit	(7,543.00)
Conduit and vault system	85,000.00
Underground conductors and devices	149,510.00
	$277,660.00

Since the type of street lighting system has not been determined, these costs have not been included.

If I can be of further help in this matter, please let me know.

Sincerely yours,

Bob Clare

Bob Clare, P.E.
Chief Planning Engineer

c: Rick Walker

OFFICE MEMORANDUM · · · DEPARTMENT OF ENVIRONMENTAL SERVICES

TO: Wayne Kelsey

June 20, 1983
Date

FROM: Bob Warner

SUBJECT: Curb Grades at PGE Pole Locations on Stark Street

Station of Pole	Top of Curb Elevation
409+71	346.7
411+81	343.2
413+91	340.7
416+01	338.5
418+11	337.5
420+16	336.0
421+96	334.3
423+76	331.5
425+56	328.5
427+36	324.3
429+19	322.0
431+19	321.5
433+19	320.0
435+19	321

OCT 10, 1983
NORMAN GLEN
21947 N.E. COOCH ST.
TROUTDALE, ORE 97060

THESE TOP OF CURB GRADES ARE NOT FINAL AND ARE SUBJECT TO CHANGE, PLUS/MINUS ONE FOOT.

KEN DIRKS
2115 S.E. MORRISON ST.
PORTLAND, ORE 97214
248-3591

STANDARD FRANCHISE AGREEMENT - ORDINANCE NO. 618

An ordinance granting Portland General Electric Company, an Oregon corporation, its successors and assigns, for a period of twenty years from and after the effective date of this ordinance, the right and privilege to erect, construct, maintain and operate within the corporate limits of Gresham, Oregon as such limits now exist or may be hereafter constituted, an electric light and power system with the poles, wires, fixtures, underground circuits and equipment necessary or convenient to supply said City and the inhabitants thereof and others with electric energy for light, power and other purposes, upon, over, along, under and across the streets, alleys, roads and other public ways and places within the corporate limits of said City, fixing the terms and conditions thereof, and providing for the manner of determination of the effective date thereof.

IT IS ORDAINED BY The Common Council of the City of Gresham

Section 1. That Portland General Electric Company, an Oregon corporation, hereinafter sometimes referred to as the "Company", is hereby granted, subject to the terms and conditions hereof, the franchise right and privilege to erect, construct, maintain and operate an electric light and power system within the corporate limits of Gresham, Oregon herein sometimes referred to as the "City", as the same now exist, or may be hereafter constituted, and the franchise right and privilege to erect, construct, maintain and operate poles, wires, fixtures, equipment, underground circuits and other property necessary or convenient to supplying the City and the inhabitants thereof and other persons and territory with electric energy for light, power and other purposes, upon, over, along, under and across the streets, alleys, roads and other public ways and places within the corporate limits of the City as the same now are or may be hereafter constituted.

All poles, wires, fixtures, equipment, underground circuits and other property owned or in possession of the Company now located within the corporate limits of the City shall be deemed to be covered by the terms of this ordinance and to be located in accordance therewith, and the location and placement thereof is hereby approved.

Section 2. That all rights and privileges hereby granted shall be effective

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All poles, wires, fixtures, equipment, underground circuits and other property owned or in possession of the Company now located within the corporate limits of the City shall be deemed to be covered by the terms of this ordinance and to be located in accordance therewith, and the location and placement thereof is hereby approved.

Section 2. That all rights and privileges hereby granted shall be effective as of July 6, 1972, and shall terminate at the expiration of twenty (20) years

from said date, except that in the event the Company shall fail, neglect or refuse for thirty (30) days after demand in writing by the City to perform any or all of the obligations or requirements set forth in this ordinance to be performed by the Company, then the rights and privileges herein granted may be terminated and annulled by the Common Council or other legislative body of the City, and the Company shall forfeit all rights and privileges hereby granted.

Section 3. That the Company shall, if requested so to do, file with the City Engineer, or other City official designated by the City, maps or sketches showing any proposed construction work to be done by the Company within the corporate limits of the City, and such construction work shall be done in a reasonably safe manner subject to the approval of the official designated by the Council of the City and in accordance with requirements of applicable State laws and City ordinances.

Section 4. That the Company, under the direction of the City or its properly constituted authorities, may make all necessary excavations in any street, alley, road or other public way or place for the purpose of erecting, constructing, repairing, maintaining, removing and relocating poles and other supports for its wires, conductors, lights or street lights; and laying, repairing and maintaining its underground conduits and pipes; and for placing, maintaining and operating its wires and conductors. All poles of the Company shall be erected at the outside edge of the sidewalk unless otherwise directed by the proper City authorities.

Section 5. That when any excavation shall be made pursuant to the provisions of this ordinance, the Company shall restore the portion of the street, alley, road or public way or place to the same condition to which it was prior to the excavation thereof, and all work shall be done in strict compliance with the rules, regulations, ordinances or orders which may be adopted from time to time during the continuance of this franchise by the Common Council of the City or as may be otherwise provided by law.

Section 6. That the City, by its properly constituted authorities, shall have the right to cause the Company to move the location of any pole whenever the relocation thereof shall be for public necessity, and the expense thereof shall be paid by the Company.

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Section 6. That the City, by its properly constituted authorities, shall have the right to cause the Company to move the location of any pole whenever the relocation thereof shall be for public necessity, and the expense thereof shall be paid by the Company.

Section 7. That nothing in this ordinance shall be construed as in any way to prevent the City from sewering, grading, paving, planking, repairing, widening, altering or doing any work that may be desirable on any of the streets, alleys, roads or public ways or places; but all such work shall be done, if possible, in such manner as not to obstruct, injure or prevent free use and operation of the said electric light and power system of the Company.

Section 8. That whenever it shall be necessary in sewering, grading, or in making any other improvement in any street, alley, road or other public way or place, to remove any pole, underground conduit or equipment belonging to the Company or on which any light, wire or circuit of the Company shall be stretched or fastened, the Company shall, upon ten (10) days' written notice from the City, or its properly constituted authorities, remove such pole, underground conduit, equipment, light, wire or circuit, and if it fails, neglects or refuses so to do, the City, by its properly constituted authorities, may remove the same at the expense of the Company.

Section 9. Whenever it becomes necessary to temporarily rearrange, remove, lower or raise the aerial cables or wires or other apparatus of the grantee to permit the passage of any building, machinery or other object, the said grantee will perform such rearrangement on seven (7) days' written notice from the person or persons desiring to move said building, machinery or other objects. Said notice shall bear the approval of such official as the Common Council may designate, shall detail the route of movement of the building, machinery or other objects, shall provide that the costs incurred by the grantee in making such rearrangements of its aerial plant will be borne by the person or persons giving said notice and shall further provide that the person or persons giving said notice will indemnify and save said grantee harmless of and from any and all damages or claims of whatsoever kind or nature caused directly or indirectly from such temporary arrangement of the aerial plant of the grantee, and, if required by grantee, shall be accompanied by a cash deposit or a good and sufficient bond to pay any and all such costs as estimated by grantee.

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Section 10. That the rights and privileges granted by this ordinance are granted upon the conditions herein contained and also upon the following considerations and conditions to wit:

(a) That Portland General Electric Company shall, within thirty (30) days from the date of this ordinance, file with the City its written acceptance of this ordinance, subject to all the terms, obligations, restrictions and provisions of this ordinance, and upon the expiration of the allotted time for the acceptance of this ordinance, the same not having been accepted unconditionally, then this ordinance shall become wholly void, inoperative and of no effect.

(b) That in consideration of the rights and privileges herein granted, the Company shall pay to the City a franchise fee of 3½% for the period from August 1, 1972 to December 31, 1972, both days inclusive and for each full calendar year during the life of this franchise beginning with the year 1973 an annual fee of three and one half per cent (3-1/2%) of the gross revenue as defined herein for the immediately preceding calendar year.

Gross revenue as used in this ordinance shall be deemed to include any revenue earned within the City from the sale of electric energy after adjustment for the net write-off of uncollectible accounts computed on the average annual rate for the entire Company and excluding sales of electric energy to large industrial customers with nominal demands of 3,000 kw or greater and also excluding sales of electric energy sold by the Company to any public utility when the public utility purchasing such electric energy is not the ultimate consumer. A public utility as defined herein is any individual, partnership, cooperative, corporation or government agency buying electric energy and distributing such electric energy to those utilizing such service.

(c) That in consideration of the agreement of the Company to make such payments, the City agrees that no license, tax or charge on the business, occupation or franchise of the Company shall be imposed upon, exacted from or required of the Company by the City during the term of this ordinance, but this provision shall not exempt the property of the Company from lawful ad valorem taxes.

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(d) That on or before the first day of March, 1973, and on or before said day of each year thereafter during the term of this franchise, the Company shall file with the City a statement under oath showing the amount of gross revenue of the Company within the City on the basis outlined in paragraph (b) hereof for the calendar year immediately preceding the year in which the statement is filed. The annual franchise fee for the year in which the statement is filed shall be computed on the gross revenue so reported. Such franchise fee shall be payable annually on or before the first day of April beginning in the year 1973. Upon receipt of such annual payment the City shall issue its receipt therefor, which shall be full acquittance of the Company for the payment. If controversy arises as to the amount of gross revenue within the meaning of this ordinance, the amount of such gross revenue as determined by the Public Utilities Commissioner of Oregon after examination of the Company's records shall be deemed the correct amount. Any difference of payment due either the City or the Company through error or otherwise shall be payable within fifteen (15) days of discovery of such error. Should the Company fail or neglect to pay any of said annual payments provided for in this Section for thirty (30) days after any annual payment shall become due and payable and after thirty (30) days' written notice from the City, the City, by its properly constituted authority, may at its option either continue this franchise in force and/or proceed by suit or action to collect said payment or declare a forfeiture of this franchise because of the failure to make such payment but without waiving the right to collect earned franchise payments.

(e) That the City reserves the right to cancel this franchise at any time upon one year's written notice to the Company in the event that the City decides to engage in public ownership of light and power facilities and the public distribution of electric energy.

(f) That the Company shall permit the City to string wires on poles of the Company for municipal fire, police and water departments, and for municipal telephone, telegraph and traffic signal systems and to attach to any pole, city fire alarm and police signals, provided that such wires and signals shall be strung so as to interfere as little as possible with the wires of the Company and to conform to the provisions of the National Electrical Safety Code; and further, that the City shall indemnify and hold the Company

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harmless from loss or damage resulting from damage to property or injury or death to City employees or the public arising from or connected with the use of said poles by the City.

(g) That the Company shall not during the term of this franchise sell, assign, transfer or convey this franchise without the consent of the Common Council of the City expressed by ordinance first obtained, and that upon obtaining such consent all of the provisions shall inure to and bind the successors and assigns of the Company; and whenever the Portland General Electric Company shall be mentioned in this ordinance, it shall be understood to include such successors or assigns in interest of the Portland General Electric Company as shall have been so consented to by the Common Council.

(h) That the Company shall render the service hereby authorized to be supplied upon equal terms without unjust discrimination or undue preference to any users within the City.

Section 11. That the rates to be charged by the Company for electric energy shall be such as may be fixed and/or approved by the Public Utilities Commissioner of Oregon, or any other governmental official, commission or body having jurisdiction.

Section 12. That the Company hereby agrees and covenants to indemnify and save harmless the City and the officers thereof against all damages, costs and expenses whatsoever to which it or they may be subjected in consequence of negligence of the Company, or its agents or servants, in any manner arising from the rights and privileges hereby granted.

Section 13. That the franchise hereby granted supplements the Public Utility Commissioner's order of January 21, 1963, under ORS Chapter 757.

Section 14. That all rights, authority and grants herein contained or conferred are also conditioned upon the understanding and agreement that these privileges in the streets, alleys, roads and other public ways and places of the City are not to operate in any way so as to be an enhancement of the Company's properties or values or to be an asset or item of ownership in any appraisal thereof.

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Section 15. Upon acceptance by the Company of the franchise herein granted, all ; and obligations arising under Ordinance No. 238 shall terminate.

Section 16. That because it is necessary for the peace, health and safety of the e of the City that an arrangement be made immediately with the Company governing the nued use of public property within the City, an emergency is hereby declared to exist, and rdinance shall be in full force and effect upon its passage by the Council and approval by the r.

d by the Council this 6TH day of JULY, 1972.

oved by the Mayor this 6TH day of JULY, 1972

Alan Fisher
Mayor of Gresham

EST: Boms
Recorder of the City of Gresham

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oved by the Mayor this 6TH day of JULY, 19 72

Alan Fritsch
Mayor of Gresham

EST: Pam
Recorder of the City of Gresham

ACCEPTANCE OF FRANCHISE

WHEREAS, the City of Gresham, OREGON, under date of July 6, 1972, passed ORDINANCE NO. 618, entitled as follows, to wit:

An ordinance granting Portland General Electric Company, an Oregon Corporation, its successors and assigns, for a period of twenty years from and after the effective date of this ordinance, the right and privilege to erect, construct, maintain and operate within the corporate limits of Gresham, Oregon, as such limits now exist or may be hereafter constituted, an electric light and power system with the poles, wires, fixtures, underground circuits and equipment necessary or convenient to supply said City and the inhabitants thereof and others with electric energy for light, power and other purposes, upon, over, along, under and across the streets, alleys, roads and other public ways and places within the corporate limits of said City, fixing the terms and conditions thereof, and providing for the manner of determination of the effective date thereof.

NOW, THEREFORE, the undersigned, Portland General Electric Company, the grantee named in said Ordinance, does for itself and its successors and assigns accept the terms, conditions and provisions of Ordinance No. 618 and agrees to be bound thereby and comply therewith.

IN WITNESS WHEREOF, the Portland General Electric Company has caused this instrument to be executed by its officers as below subscribed this 20th day of July, 1972.

PORTLAND GENERAL ELECTRIC COMPANY

By C. B. Brownell
Assistant Vice President

Attest: Wayne Hedges
Asst Secretary

WHEREAS, the City of Gresham, OREGON, under date of July 6, 1972, passed ORDINANCE NO. 618, entitled as follows, to wit:

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PORTLAND GENERAL ELECTRIC COMPANY

By _____
Assistant Vice President

Attest: _____
Asst Secretary

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

ENV 3

RECEIVED
STAT. HWY ENGR
NOV 7 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Jct | File

TO: Ed Hunter
Assistant State Highway Engineer

DATE: November 5, 1984

FROM: Cam Gilmour, Manager
Environmental Section

SUBJECT: N. E. 242nd Avenue - N.E. 257th Avenue
Stark Street
Multnomah County
Proposed Noise Mitigation

APPROVED
ES-H
11-8-84

The attached noise study report for this project identifies traffic noise impacts at the Village Apartments. A sound wall 6 feet high and 320 feet long can reduce traffic noise levels at 5 rental units by 4-6 dBA. This reduction would eliminate the traffic noise impacts. The estimated construction cost of this sound wall is $14,000 - $26,000. The cost effectiveness is $500 - $1,040/dBA/dwelling unit as provided by Design. The lowest cost wall is a timber design. The highest cost wall is the standard post and panel. All of the designs appear cost effective.

The vast majority of the sound walls we have constructed have been of concrete block or standard post and panel design. These walls have proven to be sturdy enough for the most difficult application, occasionally even being used as retaining walls. They also are of very low maintenance, but they represent the high end of the construction cost range mentioned.

The low end of the cost range is the cost for a timber wall. Life expectancy for timber walls is lower and maintenance costs are expected to be higher. We have a test section with a timber wall in Sweet Home. It is now 6 years old and has required no maintenance to date.

We are recommending a different alternative for this application. It is a lightweight post and panel. There are two types on the market, the Artistic Fence Design and the Fleming Panel Lock design. These designs have been approved by Bridge Section for applications up to 8 feet in height. These designs have been erected by a local firm for as little as $15 per lineal foot, but not under Federal contract. The Bridge Section estimates the contract cost at $65 per lineal foot; total cost would be $20,800.

This project would be an excellent location for a test section of the light weight post and panel application. The location allows easy access to the wall if maintenance should be required, and the wall height is well within the height limits approved by the Bridge Section. This type of noise wall has the potential to save construction costs in the future. Building a wall of this type would allow a construction and maintenance cost record to be developed.

Regardless of the noise wall type, the expenditure range for the mitigation gained is judged to be reasonable. Because of its comparatively low

construction cost and engineering suitibility, it is recommended that the lightweight post and panel design be utilized on this project. Your concurrence is requested.

CMG:dm

10,126

9-84

NOISE STUDY REPORT

NE 242nd AVENUE - NE 257th AVENUE
STARK STREET
MULTNOMAH COUNTY

NOTED
E. S. HUNTER

Prepared by:

Oregon Department of Transportation
Environmental Section
Steven Lindland

September 1984

RECEIVED
STATE HWY ENGR
NOV 7 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REGISTERED PROFESSIONAL ENGINEER
6777
OREGON
JULY 17, 1970
JOSEPH N. SPEIC

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NE 242nd AVENUE - NE 257th AVENUE
STARK STREET
MULTNOMAH COUNTY

SUMMARY

The N.E. 242nd Avenue - N.E. 257th Avenue Project will widen Stark Street from two lanes to four lanes with a continuous left-turn lane. The No-Build Alternative and the Build Alternative are being considered for selection.

Land use along the project includes houses, an apartment complex, a church, a hospital, a community college, office buildings, and agricultural-undeveloped areas.

The Build Alternative will increase existing noise levels by 1-4 dBA. Most of the project area will have predicted traffic noise levels along the right-of-way line that are over the exterior noise abatement criteria for residences. Three houses and one apartment complex are impacted by traffic noise.

Noise mitigation is recommended for the Village Apartments just west of Rene Avenue and south of Stark Street. A sound wall 6 feet high and 320 feet long would reduce noise levels by 4-6 dBA. The noise impact at this apartment complex would thus be eliminated.

PROJECT DESCRIPTION

The N.E. 242nd Avenue - N.E. 257th Avenue project is located in Multnomah County and forms part of the boundary between Gresham and Troutdale. The project will widen Stark Street from two lanes to four lanes with a continuous left-turn lane. The new alignment generally adheres to the existing alignment of Stark Street. Constructon will be required along both

sides of Stark Street and will remain within the 80-85 feet right-of-way. Figure 1 shows the location of the project.

Both the No-Build and the Build Alternatives are being considered for selection.

LAND USE

Land use along the project includes houses, an apartment complex, a church, a hospital, a community college, office buildings, businesses, and agricultural-undeveloped areas. Figures 2, 3, and 4 show the land use in the project area.

The comprehensive plan for this area designates new developments to be residential, offices, community services, and businesses. The comprehensive plan does not designate any land for agricultural purposes. Existing agricultural parcels are slated for eventual development. Areas for commercial development are located near N.E. 242nd Avenue and N.E. 257th Avenue. Residential and community service development is designated for the south side of Stark Street. A transition area is designated north of Stark Street. This designation allows for a development mixture of residential, offices, some retail stores, and community services. Figure 5 shows the comprehensive plan designations for Troutdale and northwest Gresham.

TRAFFIC ANALYSIS

Proposed improvements to Stark Street will generate moderate increases in traffic volumes. Daily traffic volumes in the year 2003 are predicted to increase from 19,000 vehicles to 22,000 vehicles because of the road improvements. Daily traffic speeds in the year 2003 are predicted to increase from 32 mph to 34 mph. Peak hour traffic volumes in the year 2003 are predicted to increase from 1,580 to 1,830 with speeds increasing from 21

mph to 34 mph. Peak truck hour traffic volumes in the year 2003 are predicted to increase from 1,260 to 1,460 with speeds increasing from 23 mph to 34 mph.

Predicted traffic volumes and speeds for the No-Build Alternative and the Build Alternative are provided in Tables 1, 2, 3, and 4. Traffic data was generated for the years 1983, 1986, 1996, and 2003. Traffic data includes the average daily traffic, peak hour traffic, and the peak truck hour traffic. The year 1986 is assumed to be the year of project completion.

EXISTING ACOUSTIC ENVIRONMENT

A measurement of existing noise levels was taken at the Village Appartments just west of Rene Avenue. The measurement site was located in a yard which lies between the apartments and Stark Street. The measured sound level was LEQ 68 dBA. Traffic noise was the primary source with aircraft noise the secondary source. Table 5 shows the measured sound level and the traffic volumes counted during the measurement.

The measured sound level was primarily generated by the specific traffic conditions that were present at the time of the measurement. Other traffic conditions would produce different noise levels. Noise levels along roads can typically be quantified by the use of a traffic noise prediction model. The FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) computes traffic noise levels using automobile volume, truck volume, vehicular speed, distance to the roadway, and roadway exposure. Under most circumstances, this prediction model provides reasonably accurate noise level predictions. To check the validity of this model, the traffic noise level was calculated using

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*The Leq descriptor is commonly used to measure or quantify sound. The Leq level is an average of the sound pressure levels. The measurement units are decibels with an A-weighted frequency response (dBA). This measurement unit closely matches the hearing characteristics of the human ear.

the prediction model and the traffic volumes and speeds observed during the noise measurement. The traffic noise level obtained from this calculation was LEQ 67 dBA. This is within 1 dBA of the measured traffic noise level. This close agreement verifies the accuracy of the prediction model.

Existing peak hour and peak truck hour traffic data is shown in Tables 1,2,3, and 4. The predicted peak hour traffic noise level is LEQ 67 dBA for the Build Alternative in the year 2003 and Leq 68 dBA for the peak truck hour. The peak truck hour produces the higher traffic noise level and will be used for predicting the worst hourly traffic noise level which occurrs on a regular basis. Table 5 show the predicted noise levels for these traffic conditions. As shown, the existing predicted traffic noise levels range from Leq 63-64 dBA at 50 feet from the centerline of Stark Street.

The measured noise level is 4 dBA higher than the predicted peak truck hour noise level. This is due to the high vehicular speeds that were observed at the time of the measurement. It is assumed that this condition will ocurr occasionally, but not on a regular basis. Therefore, existing traffic noise levels are predicted to be Leq 63-64 dBA for worst hourly noise levels which occurs on a regular basis. As shown by the noise measurement however, peak noise levels may occasionally be higher.

TRAFFIC NOISE ANALYSIS

The prediction of traffic noise, the identification of noise impacts, and the consideration noise of mitigation measures is required for federally funded projects by the Federal Highway Administration through the Federal Highway Program Manual 7-7-3. This manual lists two criteria by which traffic noise impacts are determined. These two criteria are listed below.

1. Noise Abatement Criteria - Noise abatement criteria have been established according to various types of activity areas (See Figure 6). An impact is determined when the predicted noise level reaches or exceeds the noise abatement criteria.

2. Substantial Noise Increase Criteria - An impact is determined when the predicted traffic noise level substantially exceeds the existing sound level. An increase of 10 dBA or more is considered a substantial increase.

Both sets of criteria were considered in this report.

Traffic noise predictions were made with the FHWA Traffic Noise Prediction Model. Existing and predicted traffic noise levels are shown in Table 6. The predicted noise levels are for design year 2003. To help put these noise levels into perspective, Figure 7 lists some common sounds and their associated sound levels.

As shown in Table 6, existing traffic noise levels are predicted to be Leq 63-64 dBA at 50 feet from road centerline. The No-Build Alternative has predicted traffic noise levels of Leq 64 dBA at 50 feet from road centerline for the year 2003. The Build Alternative has predicted traffic noise levels of Leq 64-68 dBA at 50 feet from road centerline for the year 2003.

The No-Build Alternative will increase traffic noise by 0-1 dBA by the year 2003.* The Build Alternative will increase traffic noise by 1-4 dBA by the year 2003. These noise increases may be noticed, but are not considered to be substantial increases.

Table 6 shows the distances from the various road segments of the exterior noise abatement criteria (Leq 67 dBA) and the interior noise abatement criteria (Leq 52 dBA) for residences. For any particular residence,

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*Sound level changes of 3 dBA are usually assumed to the smallest change readily noticeable by people. A 10 dBA change is usually perceived as a halving or a doubling of loudness.

only one noise abatement criteria applies. If outside activity areas are present, the exterior noise abatement criteria applies. The exterior noise abatement criteria contour for the No-Build Alternative varies from 20-25 feet from the centerline of Start Street, while the contour for the interior noise abatement criteria varies from 60-70 feet. The exterior noise abatement criteria contour for the Build Alternative varies fro 25-60 feet from the centerline of Stark Street, while the interior noise abatement criteria contour varies from 70-130 feet.

Commercial developments have an exterior noise abatement criteria of Leq 72 dBA. The contour for this criteria does not extend outside of the road right-of-way.

Using this information, a tally of properties exposed to 1) substantial noise increases or 2) traffic noise levels over the appropriate noise abatement criteria was made. Table 7 shows this tally of properties. According to the traffic noise impact criteria, these properties are impacted by traffic noise. Currently, there are no traffic noise impacts. The No-Build Alternative in the year 2003 does not have any traffic noise impacts, while the Build Alternative has 3 houses impacted by traffic noise and 1 apartment complex (5 impacted rental units). The locations of these noise impacts is shown in Figures 2,3, and 4.

MITIGATION OF TRAFFIC NOISE IMPACTS

Noise abatement measures to eliminate or minimize traffic noise impacts include:

1. Traffic Management - restriction on certain vehicle types, modified speed limits, time-use restriction, etc.

2. Alternative Road Designs - changing horizontal alignment to increase distances to impacted areas or changing vertical alignment to gain acoustic shielding from cut/fill sections.

3. Structural Alterations of Public Buildings - adding ventilation or air conditioning systems so windows can remain closed, use of double-pane windows (these actions affect only the interior noise levels).

4. Buffer Zones - maintaining adequate distances between the road and future developments to assure compatibility with traffic noise.

5. Sound Barriers - suitable walls or earthen berms high enough to break the view between the roadway and the impacted area and long enough or situated to prevent the flanking of sound around the ends of the barrier.

These noise abatement measures were generally found to be ineffective, unfeasible, impractical, or non-applicable. Sound barriers were typically dismissed as most impacted residences have or are near direct accesses to Stark Street. These accesses prevent the design of effective sound barriers. In addition, most of the impacted residences are in areas designated by the comprehensive land use plan for mixed commercial-residential development. Areas currently in residential use could be developed for commercial purposes. Furthermore, sound barriers are not generally compatible with commercial areas. Noise abatement measures considered to be reasonable and recommended for inclusion into the project are discussed below.

1. The Village Apartments currently has predicted traffic noise levels of Leq 64 dBA in the yard which lies between 5 apartment rental units and Stark Street. Upon completion of the project, predicted traffic noise levels will increase to Leq 68 dBA in the year 2003. This predicted noise level is above the exterior noise abatement criteria for residences, Leq 67 dBA. Therefore, this area is impacted by traffic noise and noise mitigation measures must be considered.

   A sound wall located 1-2 feet from the edge of the sidewalk and 6 feet high/320 feet long can reduce traffic noise levels by 4-6 dBA. The resulting noise levels would be Leq 62-64 dBA. With the sound wall, predicted traffic noise levels would be equal to or lower than the existing noise levels. The resulting noise levels would also be under the exterior noise abatement

criteria. The noise impact would therefore be eliminated. Figure 2 show the location of the sound wall and Table 8 shows the predicted traffic noise levels.

Five types of sound walls were considered for construction. The lowest cost sound wall would be of timber construction. A timber wall though would have a shorter service life and would require more maintenance than the concrete walls. Of the concrete walls, the Artistic Fence and the Fleming Panel Lock have the lowest cost. Both these walls are of simular construction and have nearly the same estimated cost. The estimated cost for the Artistic Fence wall is $20,000, while the estimated cost for the Fleming Panel Lock wall is $22,000. The cost-effectiveness of the Artistic Fence wall is $800 per dBA reduction per dwelling unit and $880 per dBA reduction per dwelling unit for the Fleming Panel Lock wall. Table 9 show the estimated sound wall costs and cost-effectiveness .

The construction of a sound wall for the Village Apartments is proposed for inclusion into the project. This sound wall design should be 6 feet high and 320 feet long. The sound wall design should be of either the Artistic Fence design or the Fleming Panel Lock design. The reasons for recommending this sound wall includes:

a. The noise reduction would be perceived as a noticable lowering of traffic noise.
b. The resulting noise levels would be below the FHWA exterior noise abatement criteria.
c. The comprehensive land use plan designates this area for residential use.
d. The benefits are judged to outweigh the cost.

In conclusion, this mitigation measure is feasible and considered reasonable.

2. To insure the compatibility of future developments with traffic noise, new developments should be required by local government planning agencies to minimize or eliminate potential noise problems. Development regulations should mandate that noise sensitive activities are 1) shielded from traffic noise or 2) located far enough away from the road (See Table 6).

CONSTRUCTION NOISE ANALYSIS

Areas adjacent to the project will be expcsed to construction noise. This noise will be produced by various pieces of construction equipment. Figure 8 shows the typical range of noise levels for construction equipment which might be used during project construction.

As shown in Figure 8, areas adjacent to the right-of-way line should be exposed to high noise levels during project construction. Although of a temporary nature, the additional noise can be quite annoying. This is especially true during quieter periods. Therefore, construction will be limited to daytime hours with no work on Sundays or legal holidays. This restriction will be included in the contract specifications. In addition, the contract specifications will include items on compliance with U.S. Environmental Protection Agency equipment noise standards, muffled exhaust, and added restriction for pile driving or blasting opertions.

The following construction noise abatement measures will be included in the project specifications:

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the Project Manager.

2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

4. No pile driving or blasting operations shall be performed within 3,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the Project Manager.

5. The noise from rock crushing or screening operations performed within 3,000 feet of any occupied dwelling shall be mitigated by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the Project Manager.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the project manager.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

2. Shut off idling equipment.

3. Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.

4. Notify nearby residents whenever extremely noisy work will be occurring.

5. Install permanent or portable acoustic barriers around stationary construction noise sources.

Local governments may have noise ordinances which control construction noise. Construction activities shall be in compliance with any local noise ordinances.

COORDINATION WITH LOCAL OFFICIALS

An Environmental Assessment will be prepared for this project. A summary of this report will be included in this document. The Environmental Assessment will be distributed to the local governments. In addition, public hearings will be held to inform the general public. Prior to construction, a copy of this technical report will be sent to Gresham, Troutdale, and Multnomah County.

FIGURES

FIGURE 1

N.E. 242nd AVENUE - N.E. 257th AVENUE
MULTNOMAH COUNTY
STARK STREET

PROJECT LOCATION MAP

WOOD VILLAGE
Pop. 2,340

TROUTDALE
Pop. 4,675

START OF PROJECT

END OF PROJECT

N

FIGURE 2

N.E. 242nd AVENUE - N.E. 257th AVENUE
STARK STREET
MULTNOMAH COUNTY

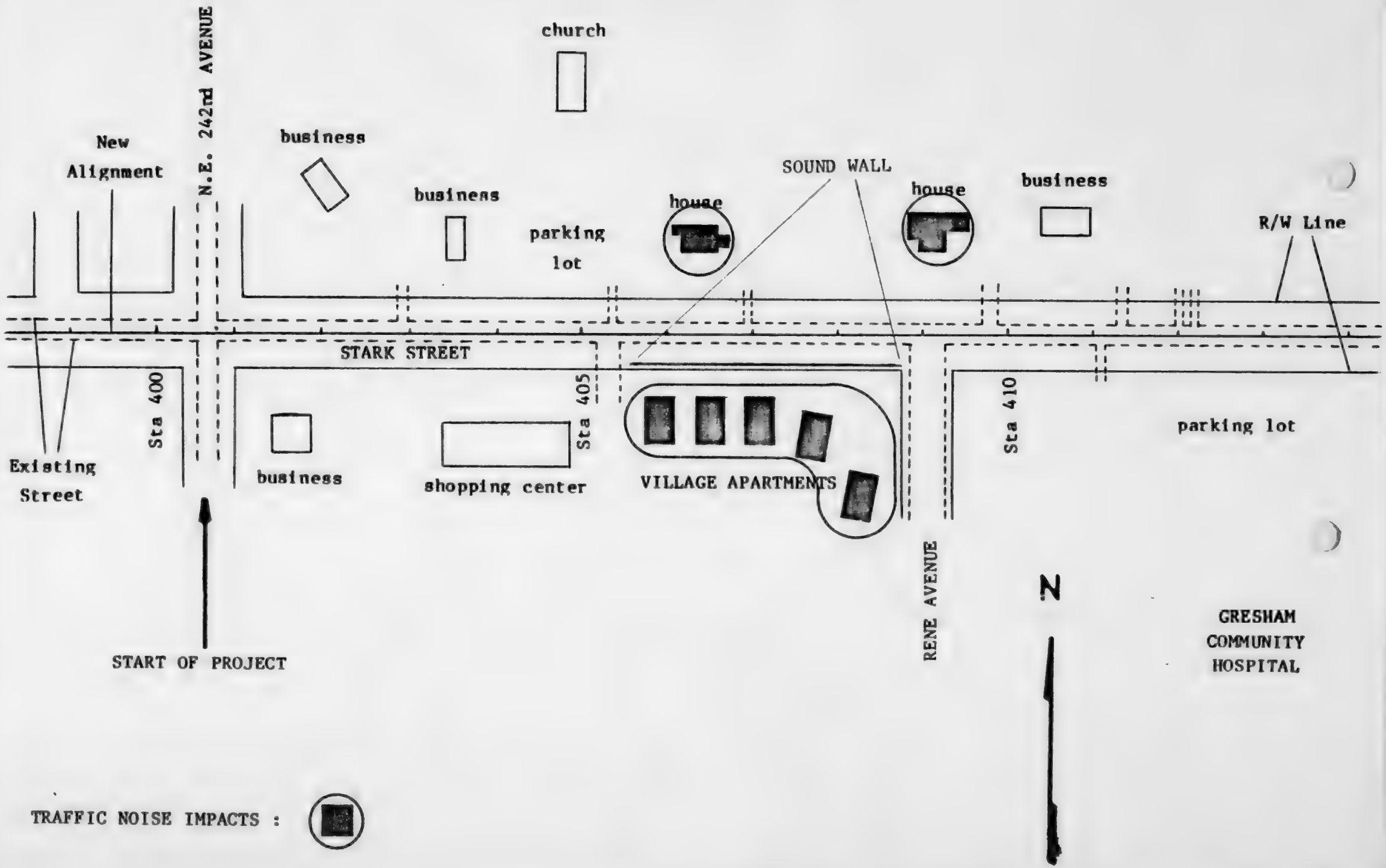


FIGURE 3

N.E. 242nd AVENUE - N.E. 257th AVENUE
STARK STREET
MULTNOMAH COUNTY

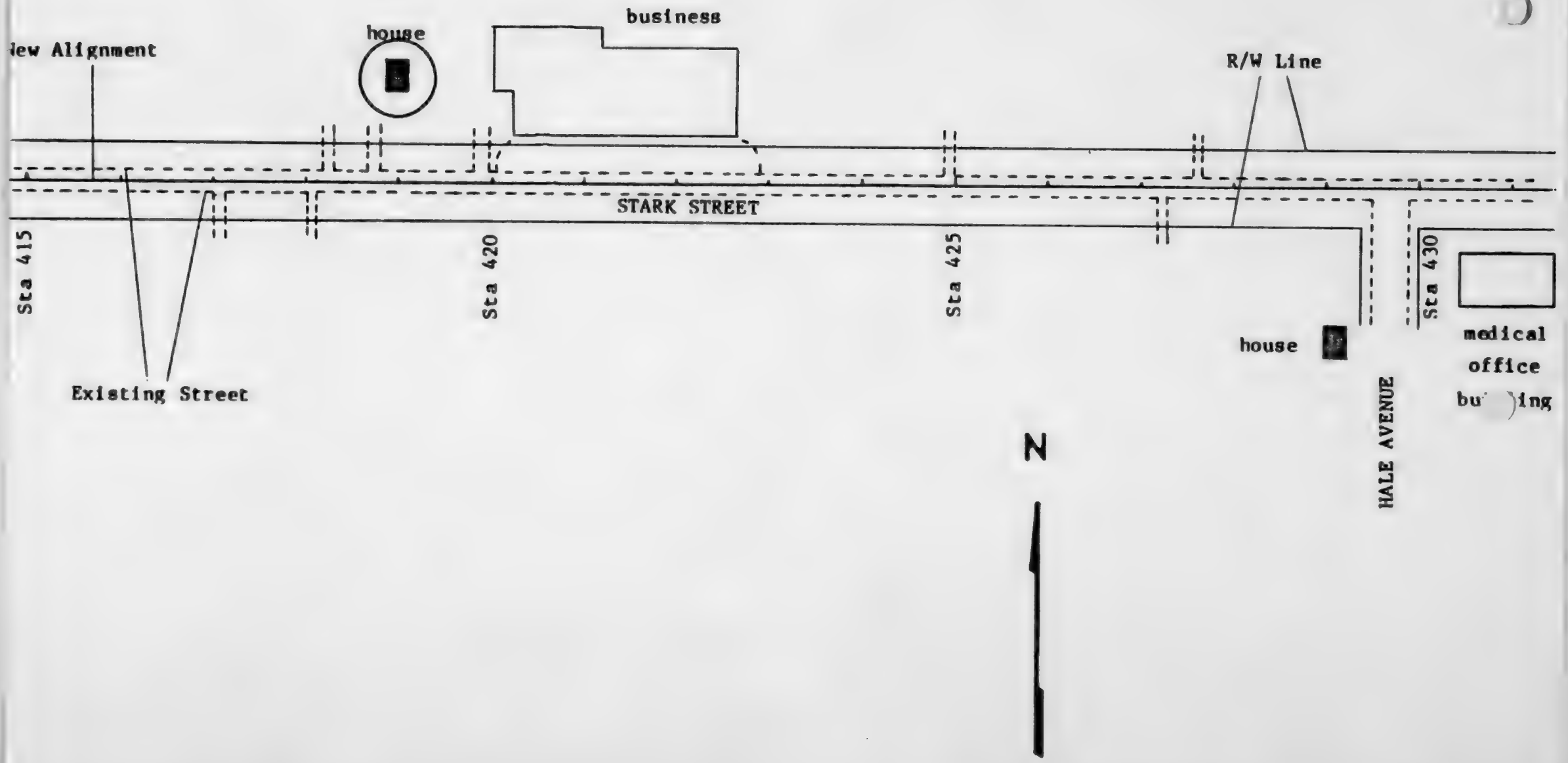
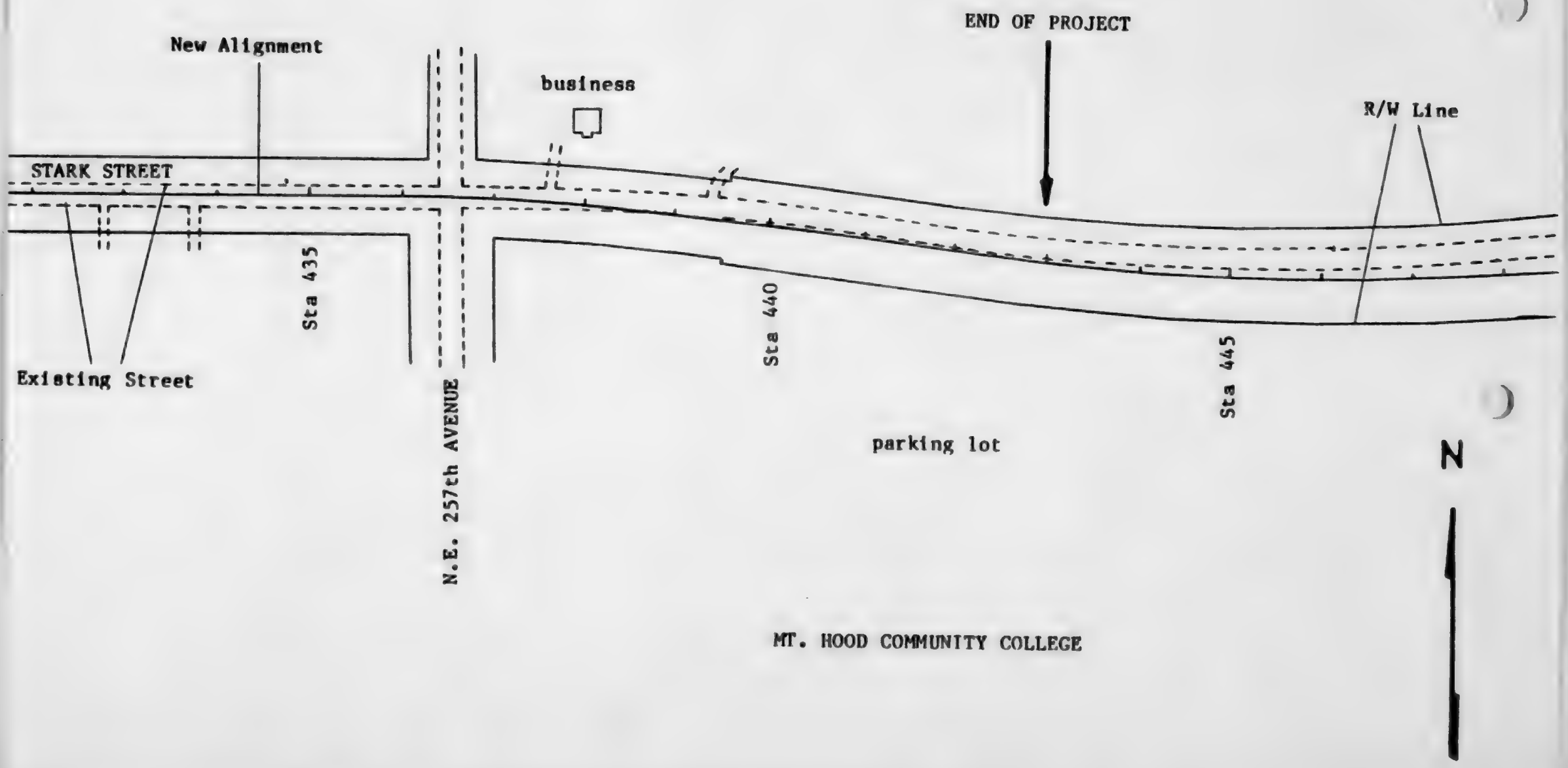


FIGURE 4

N.E. 242nd AVENUE - N.E. 257th AVENUE
STARK STREET
MULTNOMAH COUNTY



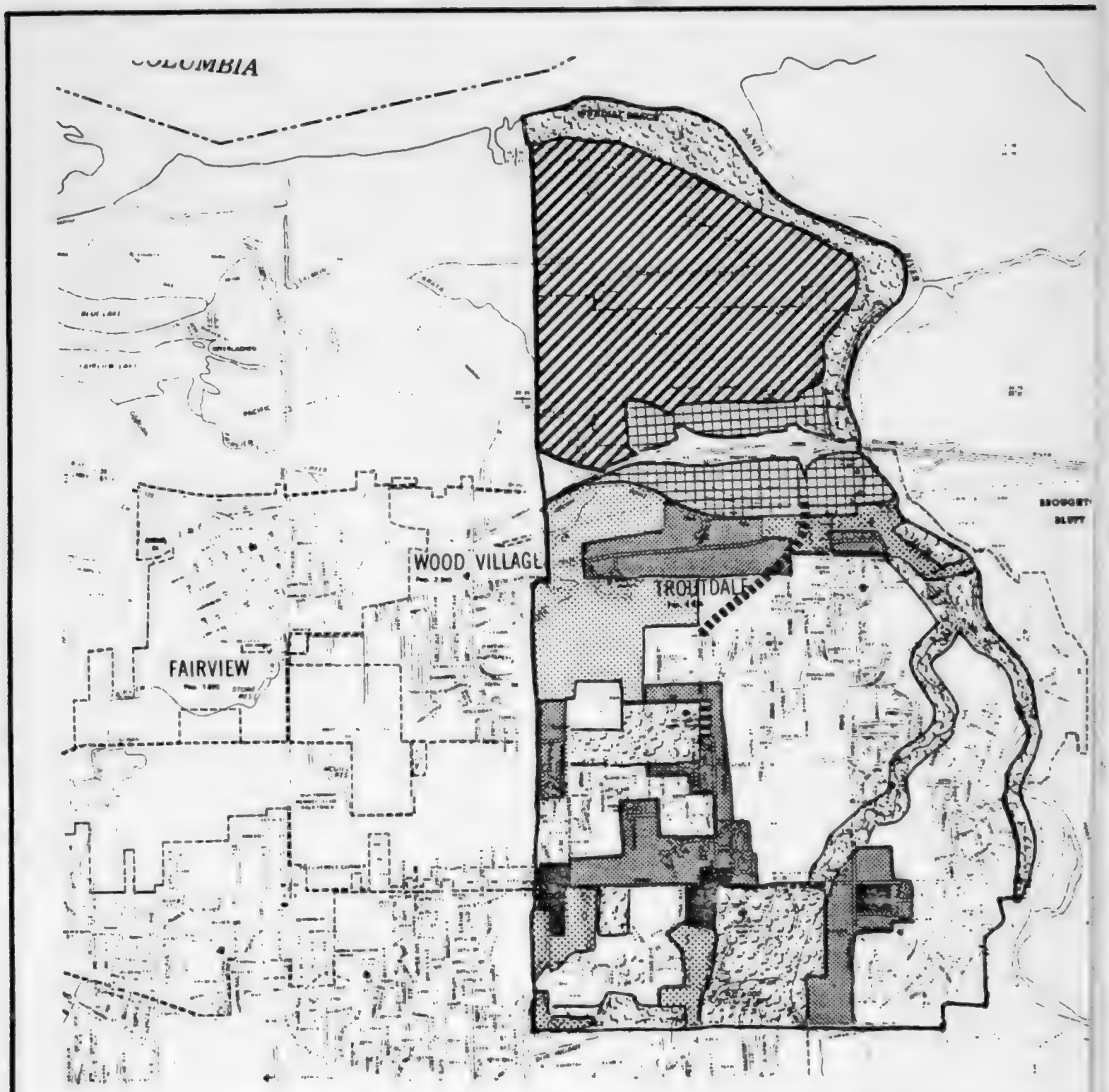


Figure 5

COMPREHENSIVE PLAN DESIGNATIONS:

TROUTDALE AND NORTHWEST GRESHAM

- LOW-DENSITY RESIDENTIAL
- MEDIUM-DENSITY RESIDENTIAL
- PUBLIC/COMMUNITY SERVICE, GREENWAY
- MULTNOMAH COUNTY FARM
- TRANSITION AREAS
- NEIGHBORHOOD COMMERCIAL
- COMMERCIAL
- INDUSTRIAL
- 257TH ROADWAY IMPROVEMENTS

257TH AVENUE TRANSPORTATIO PLANNING STUD

MAY, 1984

FIGURE 6

NOISE ABATEMENT CRITERIA

Hourly A-Weighted Sound Level - decibels (dBA)

Activity Category	Design Noise Levels (Leq)	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	Undeveloped lands.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Federal-Aid Highway Program Manual, Vol. 7, Ch. 7, Sec. 3, Table 1.

FIGURE 7

TYPICAL A WEIGHTED SOUND PRESSURE LEVELS

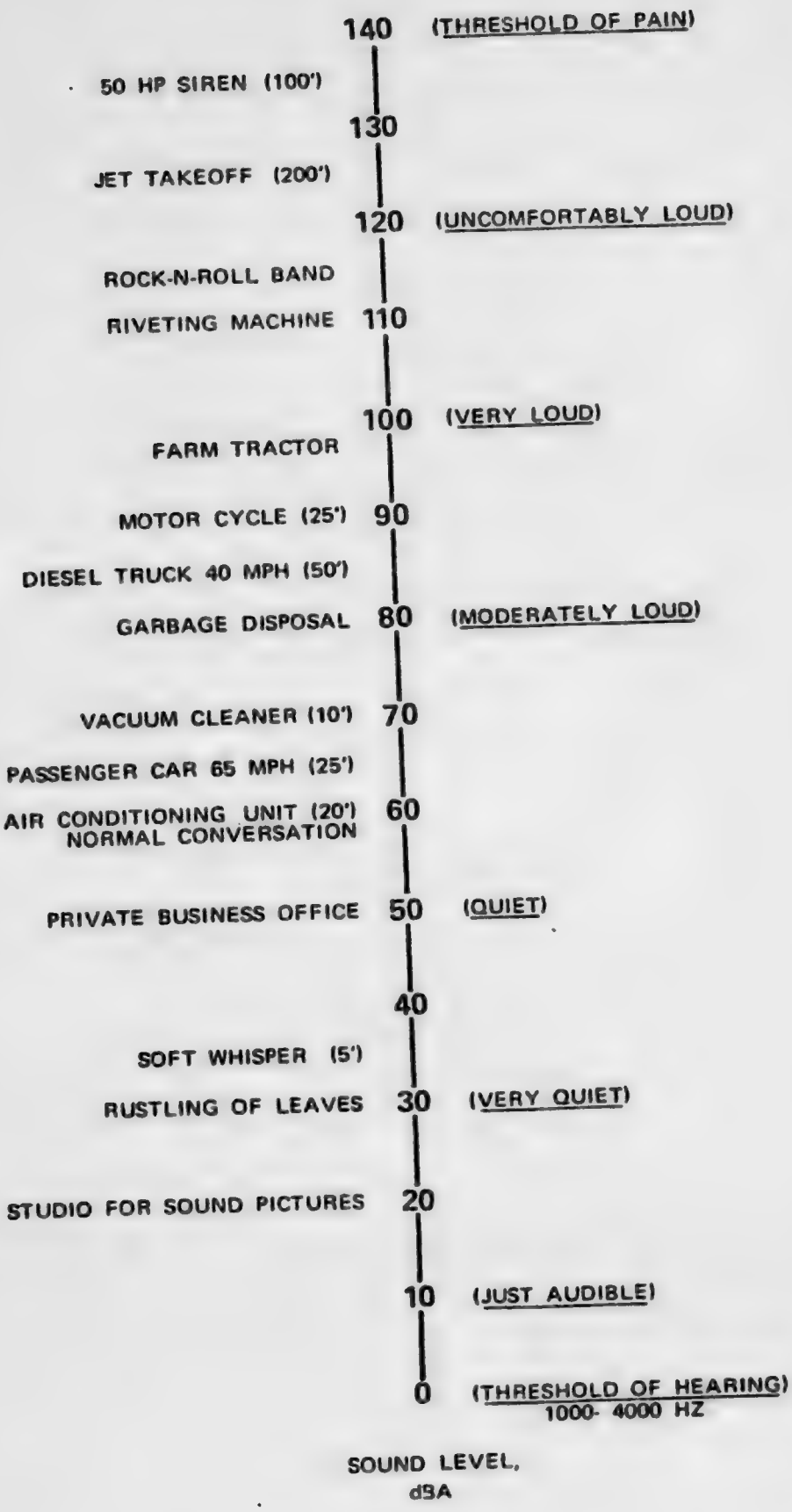
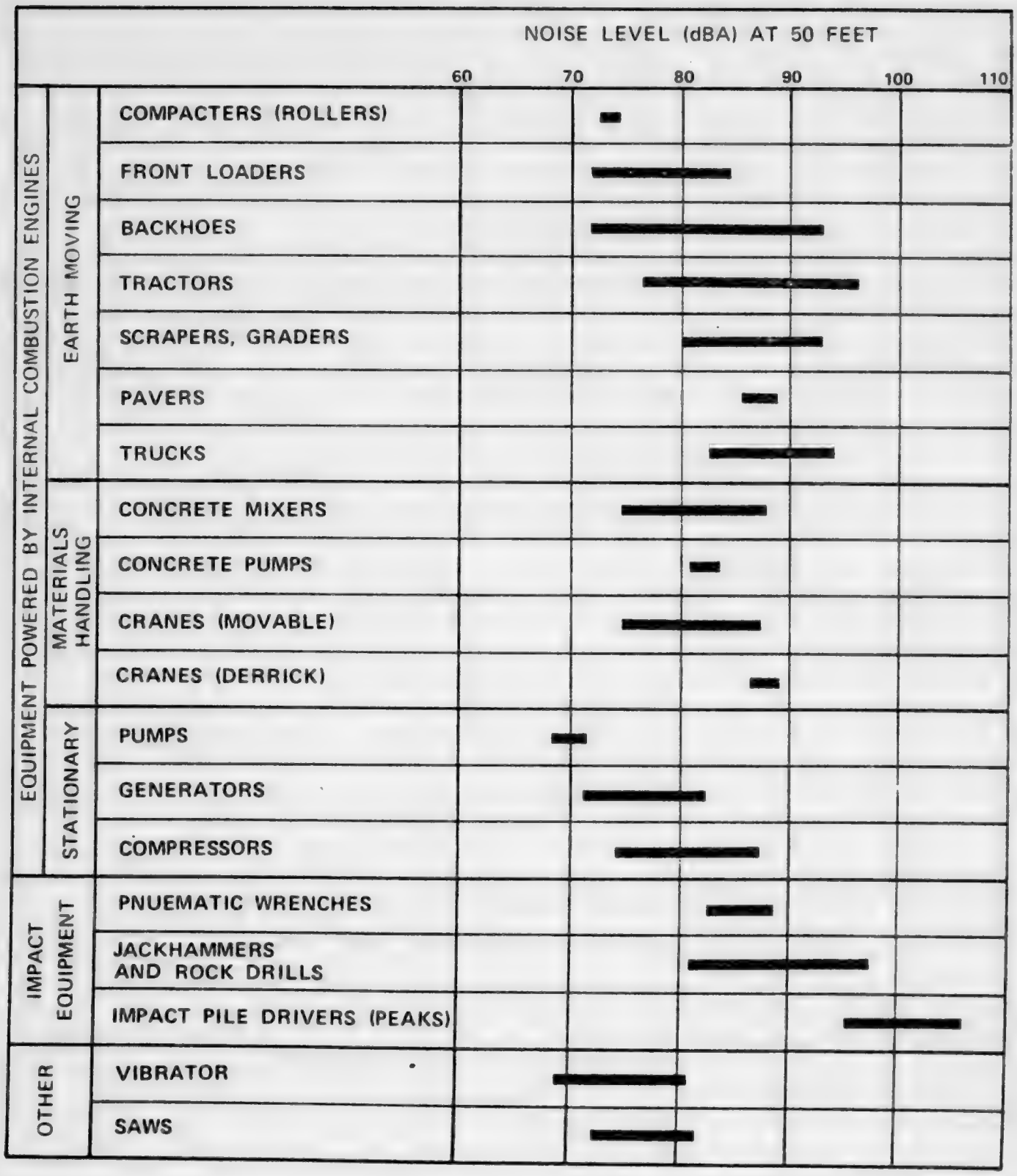


FIGURE 8

CONSTRUCTION EQUIPMENT NOISE RANGES



TABLES

TABLE 1

EIS TRAFFIC DATA

Project Stark St (242nd to 257th) **Location** Gresham, Troutdale **Alternative** NO BUILD (page 1)

HIGHWAY SECTION	DIST.	YEAR	AVERAGE DAY			PEAK HOUR				AVG HOUR-PK 8 HR.			PEAK TRUCK HOUR			
			VOLUME	TRUCKS	SP	Auto	M.T.	H.T.	SP	VOLUME	TRUCKS	SP	Auto	M.T.	H.T.	SP
Stark St (223rd to 242nd)	5450' 1.03 mi.	1983	13,060	270	33	950	9	9	31	860	19	33	630	17	24	33
		1986	15,600	320	34	1140	11	11	34	1030	23	34	760	20	29	34
		1996	23,900	490	33	1740	17	17	32	1570	35	33	1150	32	44	34
		2003	29,700	610	33	2160	21	21	29	1960	44	32	1430	39	55	33
Stark St (242nd to 257th)	3650' 0.69 mi.	1983	16,000	310	33	1330	10	4	25	1060	26	32	1060	25	18	25
		1986	16,600	320	33	1380	10	4	25	1100	27	32	1100	26	19	25
		1996	18,000	350	32	1500	11	5	23	1190	29	31	1190	28	20	24
		2003	19,000	370	32	1580	12	6	21	1260	31	30	1260	30	21	23
Stark St (257th to Troutdale Rd)	2950' 0.56 mi.	1983	9,300	230	31	900	9	9	29	630	20	31	450	13	11	31
		1986	9,800	240	31	950	10	10	26	660	21	30	480	14	12	31
		1996	11,500	290	30	1110	11	11	23	780	25	29	560	16	14	30
		2003	12,700	320	30	1230	13	13	20	860	28	29	620	18	15	30
242nd Ave (Stark to Glisan)	3200' 0.61 mi.	1983	20,000	490	28	1690	13	20	22	1340	38	27	920	17	46	28
		1986	17,800	440	35	1500	12	18	34	1190	34	35	820	15	41	34
		1996	23,800	580	34	2010	15	24	33	1600	45	34	1100	20	55	34
		2003	28,000	690	34	2370	18	28	32	1880	53	34	1290	24	64	34
242nd Ave (Stark to Division)	5300' 1.00 mi.	1983	17,800	550	27	1390	15	9	22	1180	47	26	960	31	36	27
		1986	20,000	620	34	1560	17	11	33	1330	53	33	1080	35	40	33
		1996	27,400	850	33	2140	23	14	31	1820	71	33	1480	47	55	33
		2003	32,400	1010	33	2550	27	16	30	2170	84	32	1760	56	65	32

Abbreviations:
SP = Speed of Vehicles (average)
Auto = Passenger Cars, Pick-ups, Panels, & Lt. Trucks
M.T. = Medium Trucks (two axles - six tires)
H.T. = Heavy Trucks (three or more axles)
Vol. = Traffic Volume (Veh/day or Veh/Hr. - two way)

Analyst: Lancaster & Branch

Date: July, 1984

TABLE 2

EIS TRAFFIC DATA

Project Stark St (242nd to 257th) Location Gresham, Troutdale Alternative NO BUILD (page 2)

HIGHWAY SECTION	DIST.	YEAR	AVERAGE DAY			PEAK HOUR				AVG HOUR-PK 8 HR.			PEAK TRUCK HOUR			
			VOLUME	TRUCKS	SP	Auto	M.T.	H.T.	SP	VOLUME	TRUCKS	SP	Auto	M.T.	H.T.	SP
257th Ave (Stark to Hensley)	2650' 0.50 mi.	1983	3,800	70	28	370	2	2	26	260	8	28	250	4	8	26
		1986	11,000	200	32	1060	6	6	30	760	23	33	720	16	23	30
		1996	20,100	370	31	1950	11	11	26	1400	42	31	1320	21	42	29
		2003	27,000	500	30	2620	14	14	19	1880	57	28	1770	28	57	27
257th Ave (Stark to Division)	5300' 1.00 mi.	1983	10,800	230	33	1020	7	4	30	740	18	33	810	18	4	30
		1986	14,200	300	32	1340	9	5	29	970	24	32	1070	24	5	30
		1996	25,500	540	30	2410	17	10	25	1750	43	30	1910	43	10	28
		2003	33,300	710	27	3150	22	13	20	2280	57	26	2500	57	13	24

Abbreviations:
SP = Speed of Vehicles (average)
Auto = Passenger Cars, Pick-ups, Panels, & Lt. Trucks
M.T. = Medium Trucks (two axles - six tires)
H.T. = Heavy Trucks (three or more axles)
Vol. = Traffic Volume (Veh/day or Veh/Hr. - two way)

Analyst: Lancaster & Branch

Date: July, 1984

TABLE 3

EIS TRAFFIC DATA

Project Stark St (242nd to 257th) Location Gresham, Troutdale Alternative BUILD (page 1)

HIGHWAY SECTION	DIST.	YEAR	AVERAGE DAY			PEAK HOUR				AVG HOUR-PK 8 HR.			PEAK TRUCK HOUR			
			VOLUME	TRUCKS	SP	Auto	M.T.	H.T.	SP	VOLUME	TRUCKS	SP	Auto	M.T.	H.T.	SP
Stark St (223rd to 242nd)	5450' 1.03 mi.	1983	13,060	270	33	950	9	9	31	860	19	33	630	17	24	33
		1986	15,600	320	34	1140	11	11	34	1030	23	34	760	20	29	34
		1996	24,100	500	33	1753	17	17	32	1590	35	33	1170	32	44	34
		2003	30,000	620	33	2175	21	21	29	1980	44	32	1450	39	55	33
Stark St (242nd to 257th)	3650' 0.69 mi.	1983	16,000	310	33	1330	10	4	25	1060	26	32	1060	25	18	25
		1986	16,600	320	34	1380	10	4	34	1100	27	34	1100	26	19	34
		1996	19,800	380	34	1650	12	5	34	1310	32	34	1310	31	22	34
		2003	22,000	430	34	1830	14	6	34	1460	36	34	1460	34	25	34
Stark St (257th to Troutdale Rd)	2950' 0.56 mi.	1983	9,300	230	31	900	9	9	29	630	20	31	450	13	11	31
		1986	9,900	240	31	960	10	10	26	670	21	30	480	14	12	31
		1996	11,800	290	30	1140	11	11	23	800	25	29	570	16	14	30
		2003	13,000	320	30	1260	13	13	20	880	28	29	630	18	15	30
242nd Ave (Stark to Glisan)	3200' 0.61 mi.	1983	20,000	490	28	1690	13	20	22	1340	38	27	920	17	46	28
		1986	17,800	440	35	1500	12	18	34	1190	34	35	820	15	41	34
		1996	23,800	580	34	2010	15	24	33	1600	45	34	1100	20	55	34
		2003	28,000	690	34	2370	18	28	32	1880	53	34	1290	24	64	34
242nd Ave (Stark to Division)	5300' 1.00 mi.	1983	17,800	550	27	1390	15	9	22	1180	47	26	960	31	36	27
		1986	20,000	620	34	1560	17	11	33	1330	53	33	1080	35	40	33
		1996	27,000	830	33	2110	23	14	31	1790	71	33	1460	47	55	33
		2003	32,000	990	33	2500	27	16	30	2120	84	32	1730	56	65	32

Abbreviations:
SP = Speed of Vehicles (average)
Auto = Passenger Cars, Pick-ups, Panels, & Lt. Trucks
M.T. = Medium Trucks (two axles - six tires)
H.T. = Heavy Trucks (three or more axles)
Vol. = Traffic Volume (Veh/day or Veh/Hr. - two way)

Analyst: Lancaster & Branch

Date: July, 1984

TABLE 4

EIS TRAFFIC DATA

Project Stark St (242nd to 257th) Location Gresham, Troutdale Alternative BUILD (page 2)

HIGHWAY SECTION	DIST.	YEAR	AVERAGE DAY			PEAK HOUR				AVG HOUR-PK 8 HR.			PEAK TRUCK HOUR			
			VOLUME	TRUCKS	SP	Auto	M.T.	H.T.	SP	VOLUME	TRUCKS	SP	Auto	M.T.	H.T.	SP
257th Ave	2650'	1983	3,800	70	28	370	2	2	26	260	8	28	250	4	8	26
(Stark to	0.50	1986	11,000	200	32	1060	6	6	30	760	23	33	720	16	23	30
Hensley)	mi.	1996	20,100	370	31	1950	11	11	26	1400	42	31	1320	21	42	29
		2003	27,000	500	30	2620	14	14	19	1880	57	28	1770	28	57	27
257th Ave	5300'	1983	10,800	230	33	1020	7	4	30	740	18	33	810	18	4	30
(Stark to	1.00	1986	14,300	300	32	1350	9	5	29	980	24	32	1070	24	5	30
Division)	mi.	1996	25,900	550	30	2450	17	10	25	1780	43	30	1940	43	10	28
		2003	34,000	720	27	3210	22	13	20	2330	57	26	2550	57	13	24

Abbreviations: SP = Speed of Vehicles (average)
Auto = Passenger Cars, Pick-ups, Panels, & Lt. Trucks
M.T. = Medium Trucks (two axles - six tires)

Analyst: Lancaster & Branch

Date: July, 1984

TABLE 5

N.E. 242nd Avenue - N.E. 257th Avenue
Stark Street
Multnomah County

MEASUREMENT SITE DATA

Site	Equivalent Hourly Traffic Data	Distance From Center of Road	Measured Leq Level	Calculated Leq Level
MS-1 Village Apts.	Autos - 657 M. Trucks - 24 H. Trucks - 6	50 ft.	68 dBA	67 dBA

NOTE: The measurement instruments used meet the ANSI Standard S1.4-1971.

TABLE 6

N.E. 242nd Avenue - N.E. 257th Avenue
Stark Street
Multnomah County

PREDICTED TRAFFIC NOISE LEVELS

Road Section	Year	Alternative	Leq Level at 50 ft. from Road Centerline	Leq 67 dBA* Contour Distance From Road Centerline	Leq 62 dBA** Contour Distance From Road Centerline
Stark Street 242nd - 257th	1983	Existing	64dBA	25 ft.	70 ft.
	2003	No-Build	64dBA	25 ft.	70 ft.
	2003	Build	68dBA	60 ft.	130 ft.
Stark Street East of 257th	1983	Existing	63dBA	20 ft.	60 ft.
	2003	No-Build	64dBA	25 ft.	70 ft.
	2003	Build	64dBA	25 ft.	70 ft.

* This is the exterior noise abatement level for residences, schools, churches and parks. This contour distance assumes no acoustic shielding from topography vegetation, or buildings.

** This is the exterior level which corresponds to the interior noise abatement criteria (Leq 52 dBA) for residences, schools, and churches assuming open windows and a 10 dBA outside to inside noise reduction. This contour distance assumes no acoustic shielding from topography, vegetation, or buildings.

TABLE 7

N.E. 242nd Avenue - N.E. 257th Avenue
Stark Street
Multnomah County

TRAFFIC NOISE IMPACTS

	Existing 1983	No-Build Alternative 2003	Build Alternative 2003
Houses	0	0	3
Apartments	0	0	1(5)
Churches, Schools Hospitals	0	0	0
Businesses	0	0	0
Total Impacts	0	0	4

NOTE: Number in parenthesis indicate the number of rental units impacts.

TABLE 8

N.E. 242nd Avenue - N.E. 257th Avenue
Stark Street
Multnomah County

Predicted Traffic Noise Levels at the Village Apartments
(Leq Levels)

Site	Existing 1983	Build Alt.-Without Wall 2003	Build Alt.-With Wall 2003
Village Apt. West End	64dBA	68dBA	62dBA
Village Apt. Center	64dBA	68dBA	63dBA
Village Apt. East End	64dBA	68dBA	64dBA

Assumptions: Sound Wall Height = 6 feet and Length = 320 feet.

TABLE 9

N.E. 242nd Avenue - N.E. 257th Avenue
Stark Street
Multnomah County

Estimated Cost and Cost-Effectiveness of Sound Wall H=6 ft and L=320 ft.

Construction Type	Cost Per Lineal Foot	Total Cost	Cost Per dBA Reduction Per Dwelling Unit
Concrete Block	$ 82	$26,000	$1,040
Post and Panel	$129	$41,000	$1,640
Artistic Fence	$ 63	$20,000	$ 800
Fleming Panel Lock	$ 69	$22,000	$ 880
Timber	$ 45	$14,000	$ 560

Source of Cost Estimates: Memo from Preliminary Design dated October 12, 1984.

APPENDIX A

TERMINOLOGY

Terminology

Sound is composed of a series of pressure waves within the atmosphere. The human ear can detect some of these atmospheric disturbances. The weakest pressure wave that can be heard by a person with good hearing in very quiet surroundings is 0.00002 Newton per square meter (N/m^2). Very high pressure, about 200 N/m^2, can actually become painful.

A logarithmic scale, the decibel system, has been selected to describe this range of hearing. The measurement unit is the decibel, dB. The equation for this descriptor is:

$$\text{decibel} = 10 \log \frac{\text{pressure}}{\text{0.00002 Newton per square meter}}^2$$

Using this scale, the weakest sound which can be heard (0.00002 N/m_2) is 0 dB. The pressure creating pain (about 200 N/m_s) is 140 dB.

Pressure waves also vary in frequency; that is, the number of pressure waves generated per second. The unit of measurement for this property is Hertz. One wave per second is equal to one Hertz, two waves per second is equal to two Hertz, and so on. The hearing range of most people is 20 - 20,000 Hertz. People perceive these different frequencies as a change in pitch.

The ear is more sensitive to some frequencies than to others. Because of this, a 100 Hertz sound and a 1,000 Hertz sound, both with the same pressure or decibel level, will be perceived as different loudnesses. The difference between the true sound level and the perceived sound level is dependent upon frequency. The "A-scale" is a frequency weighting system which closely represents the average human hearing response. It has become the most widely accepted frequency weighting system today. A graph showing the frequency corrections is provided in Figure 1. A sound level adjusted with this system is called decibels "A-weighted" or dBA. Figure 2 lists some common indoor/outdoor sounds and their approximate sound level in dBA.

People can not detect a 1 dBA increase in sound. A 3 dBA increase is typically needed before a change can be perceived. A 10 dBA increase is usually perceived as a doubling of loudness, such as 50 dBA to 60 dBA. Doubling the acoustic output of a sound source will increase the sound level by 3 dBA. For example, two 50 dBA sound sources will produce a total sound level of 53 dBA. Thus, a doubling of traffic volumes on a road will create a change in loudness that is just barely noticeable.

Sound levels decrease as the distance from the sound source increases. The reduction rate varies with the type of source. Theoretically, a point source has a rate described as a 6 dBA reduction per doubling of distance from the source. A line source has a 3 dBA reduction per doubling of distance. The reduction rate for highway noise is 3 dBA per doubling of distance. Noise can also be reduced by acoustic barriers such as topography, vegetation, buildings, or walls.

Sound levels within the environment often change randomly. This is the case with traffic noise. To describe a varing sound, a measurement system is used which averages the sound pressure levels. This measurement descriptor is called the Leq level. The Leq level is the energy-averaged decibel level.

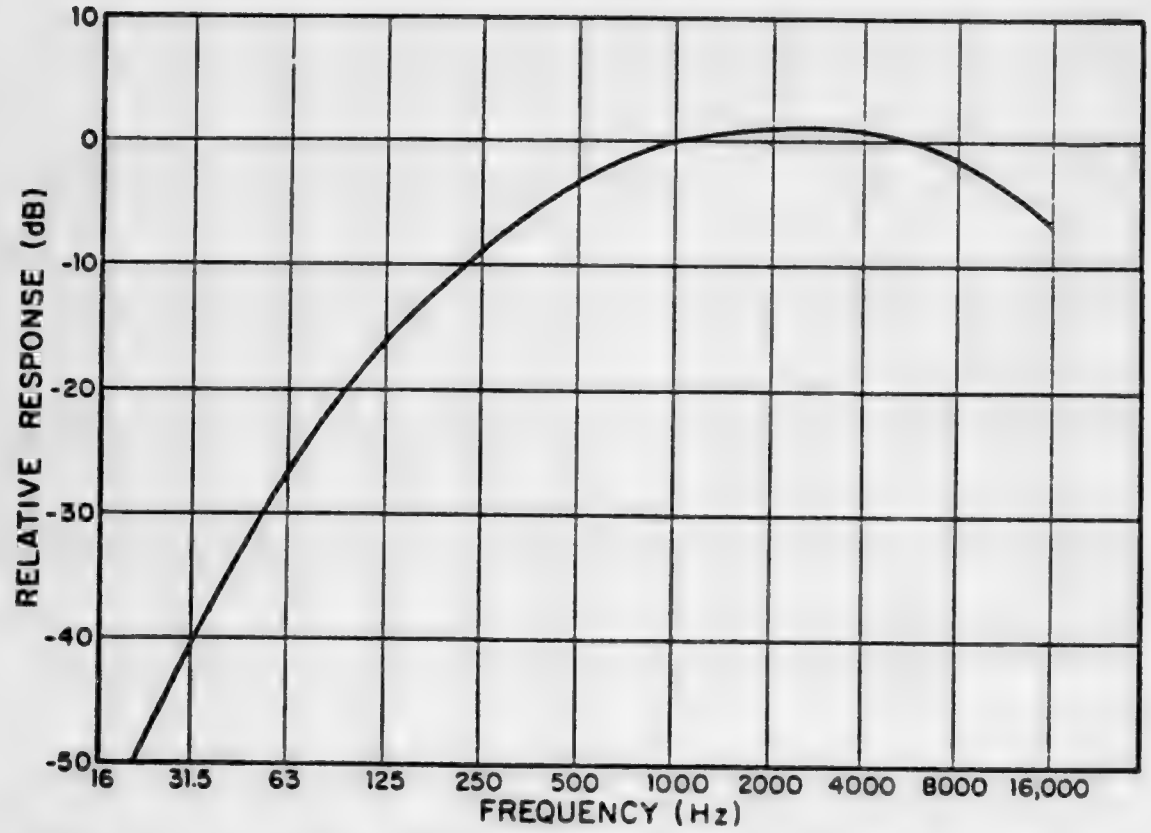
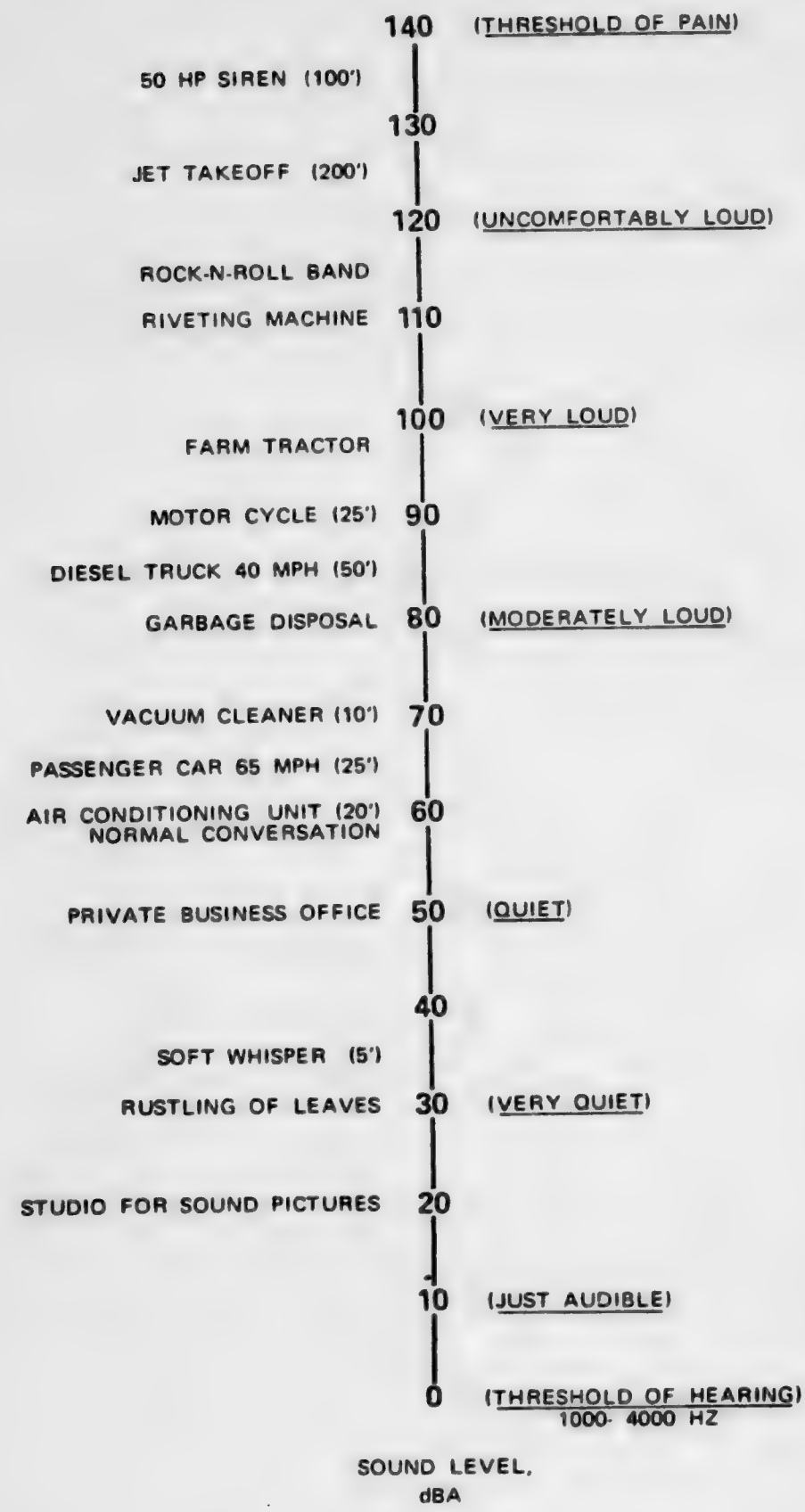


FIGURE 1 ELECTRICAL FREQUENCY RESPONSE SPECIFIED FOR THE A-SCALE FILTER OF SOUND LEVEL METERS (ANSI S1.4-1971)

FIGURE 2

TYPICAL A WEIGHTED SOUND PRESSURE LEVELS



APPENDIX B

SOUND LEVEL MEASUREMENT METHODOLOGY

Sound Level Measurement Methodology

Sound level measurements are taken in two phases, data acquisition and date reduction. The equipment used for data acquisition includes a sound level meter, microphone and cable, wind screen, calibrator, tripod, and tape recorder. The tripod holds the microphone in position, typically at 5 feet above the ground. The wind screen is used to reduce wind turbulence noise. To maintain a high degree of accuracy, the sound level meter is adjusted with the calibrator before every measurement. The calibrator emits a constant standardized tone. A sample of this tone is recorded to also allow for instrumentation adjustment during the data reduction phase. A 15-20 minute recording of existing sound levels is taken along with a simultaneious traffic count of autos and trucks. Other sources of sound affecting the reading are also noted. A complete description of the measurement site is made. Such a description includes distance from the roadway, number of traffic lanes, angular exposure to the roadway, topography, buildings, vegetation, location, date, and time.

Data reduction is done in the office. The equipment set-up consists of a sound level meter, tape recorder, noise level analyzer, and graphic level recorder. The recorded calibration tone permits the instruments to be properly adjusted. The graphic level recorder produces a strip chart with a plot of the measured sound levels, while the noise level analyzer calculates the Leq level.

Multnomah N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Multnomah Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: S.E. 242nd - S.E. 257th, Stark Street

REGION: Metro

FAU 9810 **SURVEY AUTHORITY**

AUTHORIZATION NO.: 2 (revised) | PREFIX: 226-1908 | DATE: 5-14-84

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$	$ 1,000	915	AUDITS	$	$	933	SURFACE DESIGN	$	$ 500
902	CITIZEN'S INVOLVEMENT			918	PHOTO-GRAMMETRY			934	GEOLOGY		200
903	LOCAL GOVERNMENT			918	LOCATION		500	935	SOILS		700
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC		1,000
905	FINAL DESIGN		2,000	920	PROGRAM MANAGEMENT		200	937	HYDRAULICS		200
906	BRIDGE DESIGN		3,000	921	SPECIFICA-TIONS		2,000	938	REGION ENVIRONMENT		1,000
907	PRELIMINARY DESIGN			922	ADMIN. SERVICES		200	949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION			923	ENVIRONMENTAL SECTION		3,000	950	TRAINING		
910	REGION GEOLOGIST		1,000	924	D.O.T.			955	R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION		6,000	925	AIR MONITORING			960	PERSONAL LEAVE		
912	LANDSCAPE			926	FOUNDATION			980	PUBLIC HEARING		
913	RIGHT-OF-WAY LIAISON		200	927	FREE BRIDGE DESIGN						
914	REGION UTIL-ITY LIAISON		200	932	RAILROAD & UTILITIES		100				

	TOTALS	$ 24,000
	PREVIOUS AUTHORIZATION	$ 30,000
	ADD. AUTH. REQUIRED	$ <-6,000>

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: IX-9810(2)

LOCATION ENGINEER'S REMARKS

Only $24,000 was programmed for this project.

Verstee
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
MAY 24 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up
Action

T.I.P. Project Approved by State Highway Engineer October 19, 1983

PREPARED BY: Norman S. Davis	DATE: 5-14-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X Vernon E. Stewart	DATE: 5/17/84
RECOMMENDED, REGION ENGINEER: X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X E. J. Schuette	DATE: 5-16-84
RECOMMENDED, LOCATION ENGINEER: X Bruce E. Terpin	DATE: 5/14/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

February 21, 1984

Multnomah County Engineer
2115 S.E. Morrison
Portland, OR 97214

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 8010

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for construction of 242nd Avenue-257th Avenue Section of Stark Street (FAU 9810).

We are retaining a fully executed copy of this agreement for the Transportatinn Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Att.

bc: Gary Potter (agreement attached)

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO-ACC

TO: H. S. Coulter
State Highway Engineer

DATE: October 18, 1983

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Proposed Interstate Transfer Project

Multnomah County is requesting approval of a project not included in the approved Six-Year Highway Improvement Program. The proposed project will widen a 0.75 mile segment of S.E. Stark Street to provide four travel lanes and a continuous left-turn lane. The County will perform the field survey and prepare Preliminary plans and specifications at no cost to the project. State will prepare the contract documents and advertise and award the contract as a participating cost of the project. Construction engineering will be participating and will be performed by the County. Financing will be with Interstate Transfer funds at 85 percent, with County providing the 15 percent match. The limits of the project are 242nd and 257th as shown on the attached map. In Summary:

JURISDICTION	SECTION	TOTAL EST. COST	FEDERAL FUNDS	COUNTY SHARE
Multnomah Co.	242nd - 257th, S.E. Stark Street	$900,000	$765,000	$135,000

Metro Region and this office investigated the proposed project confirming its validity and financing utilizing Interstate Transfer funds. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

for _____
State Highway Engineer

Date 10-19-83

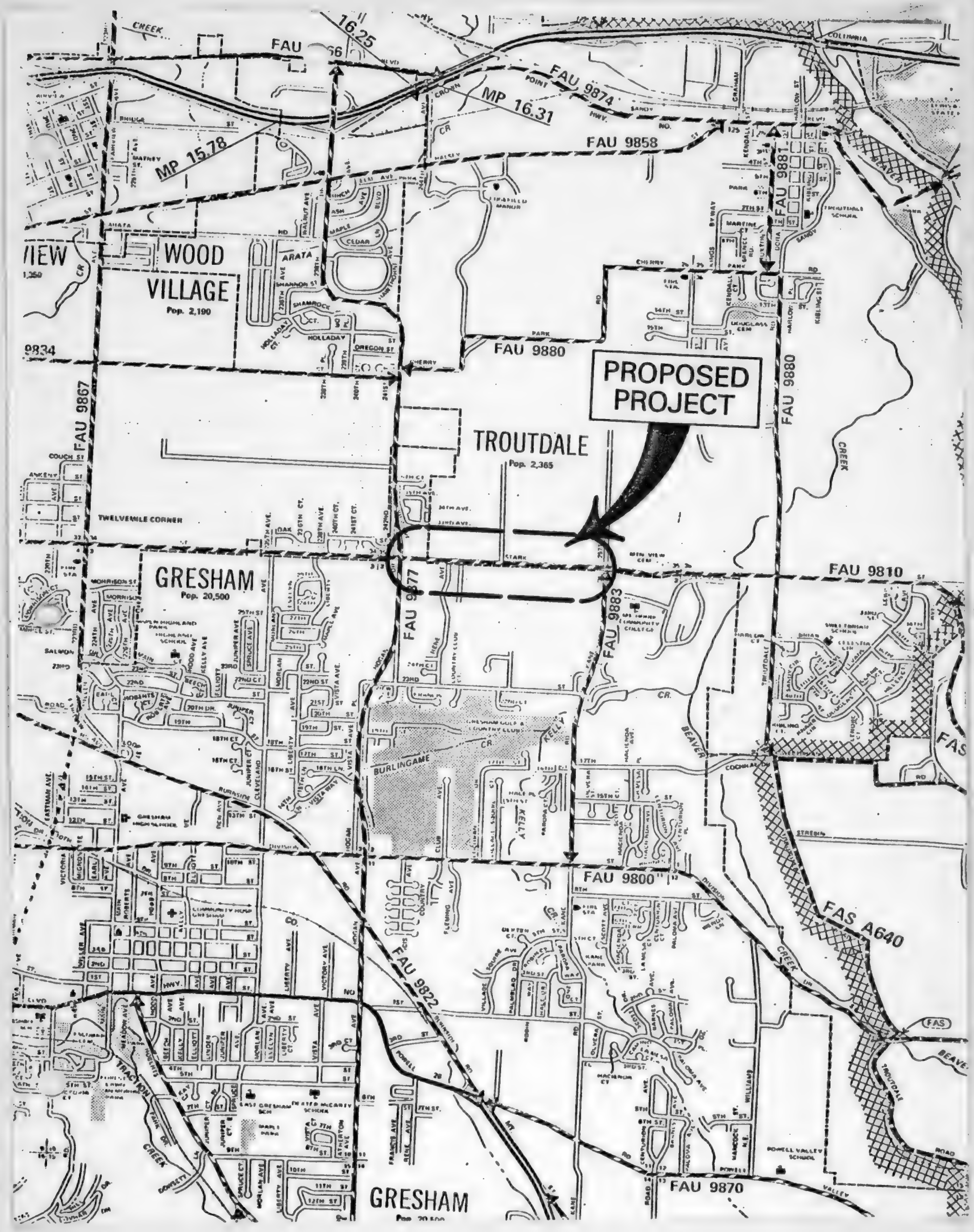
GEZ:pf
Attachment

10-19 to Salem
Orig. to Proj. Dev.
cc: file

RECEIVED
STATE HWY ENGR
OCT 19 '83
REFER TO
FOR

Info	Inves.	R/D	D/R	Sign	Act	File

81-125.1307


PROPOSED PROJECT
WOOD VILLAGE
Pop. 2,190
TROUTDALE
Pop. 2,365
GRESHAM
Pop. 20,500
TWELVEMILE CORNER
FAU 9858
FAU 9880
FAU 9867
FAU 9877
FAU 9883
FAU 9881
FAU 9810
FAU 9800
FAU 9822
FAU 9870
FAS A640
MP 16.25
MP 16.31
MP 15.78
ARATA
HOLLADAY
BURLINGAME
COLUMBIA
BEAVER
CREEK

CON 21-8
Mult. Co.

DATE: January 4, 1984 PRO-CON 21

TO: Governor Victor Atiyeh
Office of the Governor

FROM: Fred D. Miller
Director

SUBJECT: Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of January 15, 1982, requested I keep you informed as to the projects considered to use withdrawn Interstate funds. The projects in the Portland urbanized area submitted during the months of October 1983 through December 1983 are:

1) Oatfield Rd.-E. Portland Freeway Section
2) SE 242nd Ave.-SE 257th Ave. Section
3) Hubbard Road Extension

There were no projects submitted for the Salem urbanized area during this period of time.

The criteria used to select these projects are based on the Region's transportation planning process which embodies a continuing cooperative approach. The projects are included in the Region's Transportation Improvement Program.

JLG:pf

bcc: H. S. Coulter
R. N. Bothman
Gary Potter
J. L. Gaither
Ed Hardt, Metro Region
C. O. Fredrickson, Region 2

10,136

Con 21.8
Mult Co.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

RECEIVED
STATE HWY ENGR
NOV 17 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

STATE CLEARINGHOUSE

PROGRAM SECTION
11-16-83

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-422-3600

cc: FHWA (2)
STATE HWY. ENGR. ✓
LOCATION UNIT
RIGHT-OF-WAY SEC.
ROAD DESIGN SEC. (3)
ENVIRONMENTAL SEC.
BRIDGE SEC.
AERONAUTICS DIV.
FED.-AID GROUP
REG. M.: E.L. HARDT
DIS. 2B: M. PAYNE

NOTED
H.S. COULTER

CONCLUSIONS

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: SE242-257 AVENUE SECTION SE STARK ST FAU 9810 MULTNOMAH COUNTY

DATE: 11/15/83

The State has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified.

[ ] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of stete government:

- [ ] may exist.
- [ ] have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- [ ] have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 831013-018-2

This number should be used on all correspondence and particularly on SF-424.

Dolores Streeter
Clearinghouse Coordinator

PNRS #3
Revised 10/83

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon 97310
Phone: 378-3732

Management Services Div.
Dept. of Environmental Quality
RECEIVED
OCT 19 1983
NOV 03
RECEIVED
OCT 20 1983

PNRS STATE REVIEW

Project #: OR 831013-018-2 Return Date: NOV 1 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

Water Quality Division
Dept. of Environ l Quality

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

(✓) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

When available please submit the Noise Study Report for our evaluation.

Agency DEQ By A. Heaton

PNRS #2 Phone Number 229-5989

10,136

Con 21-8
Mult C.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Projects (FAS-C, FAU, SOS, HBR, and FAI-X), I approved the following:

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
FAI-X PROJECTS					
242nd-257th S.E. Stark Street Multnomah County	$900,000	$765,000	-----	$135,000	10-19-83

November 10, 1983

H.S. Coulter, P.E.
State Highway Engineer

GEZ:bkb
11-10-83

nig

CON 21-8

Mult. Co.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9810(2)

2. STATE PROJECT NO. See below

3. FROM Dale E. Wilken, Division Administrator
FHWA\Oregon Division
Salem, Oregon
11-10-23

4. PROGRAM NO.

5. ITEM NO. 40085

2A. COUNTY NAME Multnomah

6. TO

Mr. H. S. Coulter, State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-10-83

8. FEDERAL ROUTE NUMBER FAU 9810

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

SE. 242nd AVENUE - SE. 257th AVENUE (STARK STREET) SECTION

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr, Swan's PEA dated November 8, 1983 you are authorized to proceed with all phases of Preliminary Engineering necessary for adoption of a FONSI at a TEC of $24,000; Federal Funds $20,400.

RECEIVED
STATE HWY ENGR
NOV 16 '83
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig. to 11/17

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11-10-83	G. K. Hoosner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,126 — 11-8-83

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. U	ROUTE NO. STATE
Co. Rd., Stark Street "SE 242nd Ave.-SE 257th Ave. Sec."	580	40085	IX-9810(2)	9810	Co. Rd.

Access Control None Parking Restrictions Complete System Revision None

Airports (within 2 Mi.) None ROW 80'

Water Development None Recreation & Historical Areas None

County Multnomah Code 051 (Mt. Hood Transfer Funds)

A-95 Review:

State Cl. Ho. ..... Exempt___ Date Approved OR 831013-018-2

Dist. 2 Cl. Ho. ..... Exempt___ Date Approved in TIP No Reply___

Project Environmental ~~Assessment~~ Action: FHWA Concurrence Dated 8-22-83

1-EIS ____ 2-Categorical Exclusion ____ 3-Draft Assessment & FONSI X

Notes: (1) Project in Congressional District 3.

(2) Included in MSD FY 84 AE/TIP on page 51, #102.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

___ All Phases
X All Phases thru Final Envir. Document
X Incl. Archeological Salvage
___ " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 50,000
85%	FF	$ 42,500
	STATE	$ ----
	Co.	$ 7,500

For PR-37:

Field Phase	$ 24,000
PS&E Phase	$ 26,000

REMARKS:
1) Attached is a copy of Parts 1, 2 & 4 of Project Prospectus & project map.
2) Your approval of this request is understood to be subject to comments received under the A-95 review process.
3) Concept approved in Nov. ___, 1983 letter to you from Director of ODOT.

GC:bkb

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
11-8-83	ORIGINAL SIGNED BY D. E. SWAN D.E. SWAN, P.E.	PROJECT UNIT ENGINEER

cc Gary Zehner

11,13 b

CON 21-8
Mult P.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: November 8, 1983

To: Executive Department
Federal-Aid Coordination Unit
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
40085	IX-9810(2)	S.E. 242nd Ave.-257th Ave. PNRS No. OR 831013-018-2

GC:bkb
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

I-84
Mult. Co.

DATE: November 4, 1983

PRO-CON

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Fred D. Miller s/ L. W. Rulien
Director

SUBJECT: Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to the Director of the Oregon Department of Transportation on January 15, 1982, by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland urbanized area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway (I-80N) from the Interstate Highway System under Section 103 (e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed into conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

SE 242nd Avenue-SE 257th Avenue Section
SE Stark Street (FAU 9810)
Multnomah County

I have directed the Program Section of the Highway Division to process this project with your office to obligate the Federal Interstate Transfer Funds as they are authorized by the Metropolitan Service District.

cc Metropolitan Service District

bc H. S. Coulter
Gary A. Potter
E. L. Hardt

JLG:pf fn

10/136

CON 21-8
4 mth
1

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage Street N. E., Salem, Oregon 97310
Phone: 378-3732
Toll Free Number 1-800-422-3600

REQUEST FOR ADDITIONAL INFORMATION

.DATE: OCTOBER 13, 1983

.APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

.PROJECT TITLE: SE242- SE257 Avenue Section

We have received your Notice of Intent to apply for Federal funds. The information received was incomplete and the following is requested in order to facilitate a prompt review.

OR 831013-018-2

☐ The enclosed form completed and returned to this office. (____copies required)

☐ Additional descriptive material on your project. (____copies required)

☐ A small (8½ X 11) map showing project and affected area. (____copies required)

☐ Notice of Intent for each individual program. (____copies required)

☐ Necessary information on PNRS 1 incomplete as indicated.

☐ Insufficient copies. Eight (8) copies required.

☒ Other: * MAILING ADDRESS AND CONTACT PERSON FOR FEDERAL FUNDING AGENCY

* New Requirement

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

PNRS-5

10/1/86

OCN 21-8
Mult. Co.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Date: October 12, 1983

In Reply Refer to File No.: PRO

To: Executive Department
Federal-Aid Coordination Unit

ORIGINAL SIGNED
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No.
Section: SE 242nd Ave.-SE 257th Ave. Section
Highway: SE Stark Street
County: Multnomah

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be November 17, 1983.

JLG:pf
Attachments

bc: D.E. Wilken, FHWA
H.S. Coulter
R.N. Bothman
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Cam Gilmour
W.J. Hart
E. L. Hardt, Metro Region
Maury Payne, District 2b
Aeronautics Division
David Powers, Parks
J.L. Gaither

RECEIVED
ASST STATE HWY ENGR
OCT 12 '83
REFER TO
FOR
Info | Initial | R/D | O/R | Sign | Act | File

R. N. BOTHMAN

Form 734-2000

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 [12] APPLICANT: Department of Transportation [45] | [46] DIVISION: Highway [79]

03 [12] APPLICANT ADDRESS STREET: Transportation Building [45] | [46] CITY: Salem [60] | [76] ZIP: 97310 [80]

04 [12] CONTACT PERSON: Gary A. Potter [45] | [46] AREA CODE: 503 [48] | [49] PHONE: 378 [55] | [56] EXTENSION: 6564 [59]

01 [12] PROJECT TITLE: SE 242nd Ave.-SE 257th Ave. Section [71]

11 [12] PROJECT LOCATION—CITY: SE Stark Street | PROJECT LOCATION—COUNTY: Multnomah | PROJECT LOCATION SEC: T: R: [79]

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 [12] Widen Stark Street to a curbed section accommodating four traffic lanes, a [71]

07 [12] continuous left-turn median, 6-foot bikeway each side and 6-foot concrete [71]

08 [12] walk adjacent to curbs. (See attached Part 3 of Project Prospectus and [71]

09 [12] sketch map). [71]

10 [12]

12

AMOUNT REQUESTED—FEDERAL FUNDS (A) Grant [19]	(B) Other [27]	NON-FEDERAL MATCHING FUNDS (C) State [35]	(D) Local [43]	OTHER (E) FUNDS [51]	TOTAL (F) FUNDS [60]
765,000			135,000		900,000

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] | [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]

14 [12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71]

15 [12] FEDERAL AGENCY NAME: U. S. Department of Transportation [45] | [46] FEDERAL SUB-AGENCY NAME: FHWA [79]

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [ ] 29 No [ ] 30 Date: TIP

(D) REVIEW REQUIRED by A-95 Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT Yes [X] 33 No [ ] 34

(F) HOUSING RELOCATION REQUIRED Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH [42]: Nov | [43] DAY [44]: 17 | [45] YEAR [46]: 1983

ADDITIONAL INFORMATION–ALL APPLICANTS

I. A Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

•

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: TIP

VI. If project includes state funds (12C), identify agency - - -

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $____	%____ $____	%____ $____
Second Year	%____ $____	%____ $____	%____ $____
Third Year	%____ $____	%____ $____	%____ $____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 3 Project, Environmental Assessment, according to the 1978 environmental quality guidelines.

10206

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: S.E. 242nd to S.E. 257th Avenue

REGION: Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

A ten-foot wide linear strip of right-of-way will be dedicated from private ownerships on both sides of the roadway throughout. No displacements would occur.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Although most of the adjacent property is currently vacant agricultural land, development activities are underway including the construction of a community hospital and residential subdivisions. The project would facilitate this and other planned development. The widening is consistent with the transportation plans for Multnomah County and the cities of Gresham and Troutdale.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project would result in increased capacity to handle anticipated traffic growth. Improved safety through the reduction of congestion would result. Flow patterns are not expected to change.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None expected.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

No historic structures are evident in the corridor. An archaeological survey would be required to determine if any culturally significant sites are present in the adjacent agricultural fields.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None identified.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☐ CLASS 2 (CATEGORICAL EXCLUSION)

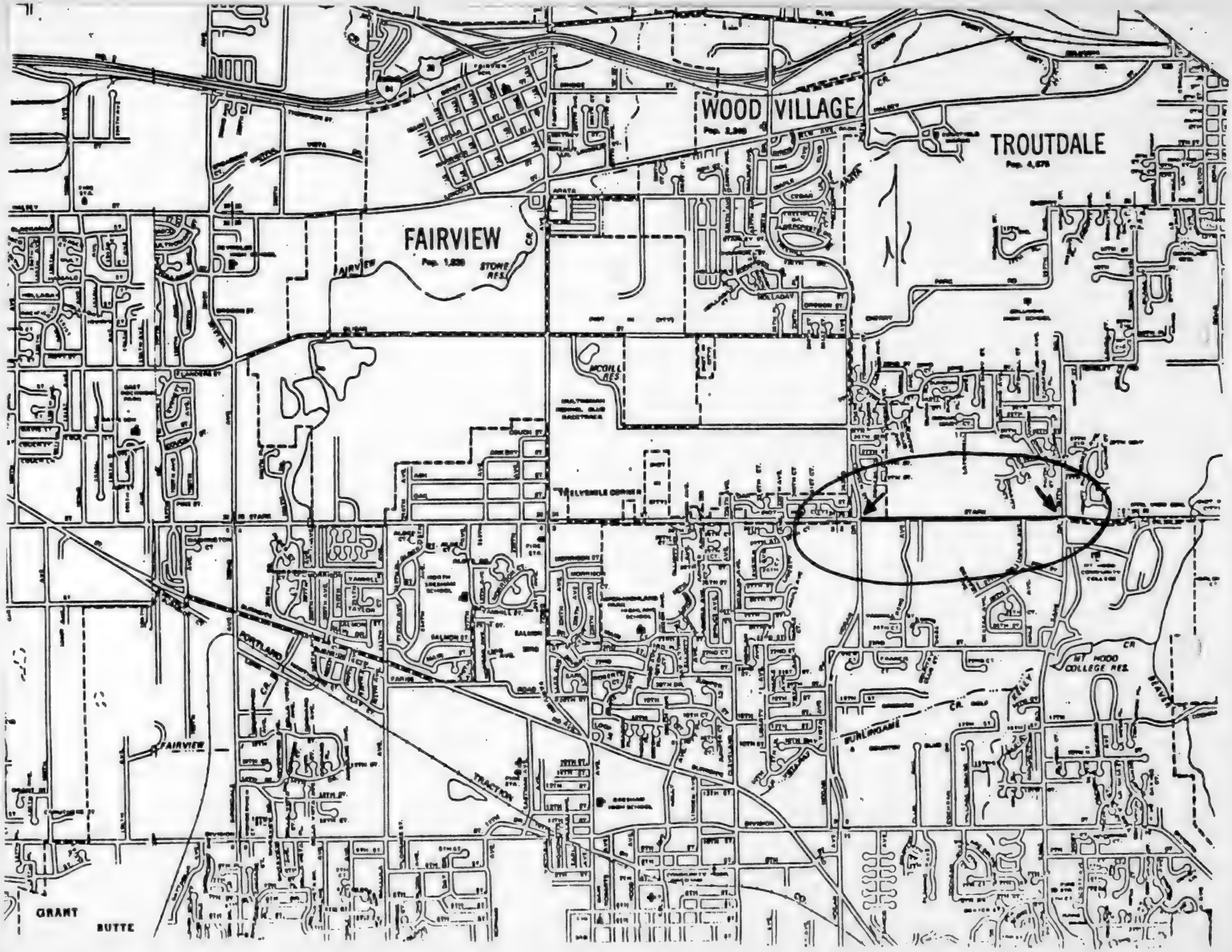
☒ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project consists of a roadway widening of more than a single lane width; however, no significant impacts have been identified

OTHER DOCUMENTATION

Cultural Survey Report
Indirect Source Permit Application
Noise Study Report

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X JEF KAISER	653-3221	August 22, 1983


WOOD VILLAGE
TROUTDALE
FAIRVIEW
STONE RES.
FAIRVIEW
TRACTION
GRANT BUTTE
MT. HOOD COLLEGE RES.

10,126

10206

STATE OF OREGON

INTEROFFICE MEMO

TO: GARY POTTER, Manager
Program Section

DATE: September 29, 1983

FROM: THEODORE A. SPENCE
Plan and Program Manager

SUBJECT: 242nd-257th, Stark Street
Widen Stark Street
City of Gresham, Troutdale
Multnomah County

Here is our programming packet for the reconstruction of Stark Street. Included are the federal aid project request, project prospectus, and related correspondence.

This project will be funded by Interstate Transfer money. Multnomah County has already submitted the project to MSD for funding and $807,500 of e(4) funds are set up for 1984. Our Metro environmental unit has classified this project as an Environmental Assessment (Class 3).

Multnomah County will do all the preliminary and construction engineering. ODOT will monitor the engineering work which should cost $50,000. We have made estimates for the region functions on the enclosed survey authority. The location section should add estimates for the Salem offices. Please contact Robin Brooks (653-3230) when you have the total PE estimate.

TAS:RCB:po

cc: Frank Terpin
Jim McClure
Curt Duval
Tom Schwab
Jef Kaiser

Attachments

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
OCT 4 1983
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

81-125-1387

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

Plan # 10206

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION: Metro Region

SECTION: S.E. 242nd Ave.-S.E. 257th Ave., Stark St.

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM	TO	LENGTH
				4000'

☒ URBAN ☐ RURAL

CITY	COUNTY	ROAD/STREET NAME
Gresham/Troutdale	Multnomah	Stark Street

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
	9810	Multnomah County

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING	$ 50,000
RIGHT OF WAY	$ County Funded
ROADWAY	$ 741
STRUCTURES	$ -
SIGNALS	$ 75
ILLUMINATION	$ 34
TEMPORARY PROTECTION	$ Incl. in Roadway
	$
% ENGINEERING & CONTINGENCIES	$ Incl. in Roadway
TOTAL CONSTRUCTION	$ ~~900~~ 850
TOTAL ESTIMATE	$ 900

PROJECT DATA

GRADING	(✓)	X
PAVING	(✓)	X
STRUCTURES	(✓)	
SIGNING	(✓)	X
SIGNALS	(✓)	X
ILLUMINATION	(✓)	X
ENVIRONMENTAL CLASS	(1,2,3)	3
DESIGN CATEGORY	(1-7)	2
WORK TYPE	(1-12)	2

RIGHT OF WAY

FILES	(#)	
ACRES	(#)	1.8
RELOCATIONS	(#)	0

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	A
CONSTRUCTION ENGINEERING	(S,C,A)	A
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	A

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER _____
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	FAIX	

RECOMMENDED PROGRAM REVISIONS

	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL				$
☐ POSTPONE ☐ CANCEL				$

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	5
STRUCTURES (#)	0	0
SIGNALS (#)	2	2
BIKE PATH (Y/N)	N	Y
AVERAGE DAILY TRAFFIC	16,000	26,000
YEAR OF AVERAGE DAILY TRAFFIC	1982	2000

DEFINE THE PROBLEM

This section of Stark St. is badly deteriorated, experiences capacity problems and is in need of upgrading to arterial standards to accommodate present and future development in the area.

PROPOSED SOLUTION

Widen Stark to four through lanes with a median turning lane, bicycle lanes, and sidewalks.

REQUESTED, REGION ENGINEER: X Edward T. Hewitt	DATE 9-29-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION: Metro Region

SECTION: Stark St. (242nd-257th)

PROJECT JUSTIFICATION

The purpose is to increase the capacity of Stark Street between 242nd and 257th, which now carries 16,000 daily traffic. New development proposed or underway on both the north and south sides will result in a significant increase of trips. Particularly Gresham Community Hospital, now under construction, will add 1,600 vehicle trips in 1984 increasing to 7,100 vehicle trips per day by 1990. The road would be widened from an existing two lanes to five lanes. The 1981 STRAAM County Transportation Safety Study noted "this part of Stark is badly deteriorated, experiences capacity problems, and is in need of upgrading to arterial standards. The PM peak period LOS approaches F in certain sections".

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: S.E. 242nd-257th Ave.

REGION: Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	A	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	A	STRIPING (PERMANENT)	A	LANDSCAPING	A	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	A	PROJECT SIGNING	A	IRRIGATION	A	FLOOD PLAIN	N	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	A	DETOUR	N	BORROW SOURCE	A	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	S
PUBLIC HEARING	A	ILLUMINATION	A	MATERIAL SOURCE	A	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	A	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	S
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	A	OLD (#) 2	NEW (#) 2
						UTILITIES	A	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

COMPANIES

Power: PGE Gresham
Gas: NW Natural Gas
Water: City of Troutdale, City of Gresha
Phone: General Telephone, Gresham

RIGHT-OF-WAY LIAISON	A	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	DESIGN SPEED	DESIGN STANDARDS
						40	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	~~SHOULDER~~ Bike	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	~~SHOULDER~~ Bike	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
	6	C	-	6	-	11	11	10	11	11	-	6	-	C	6	

EXISTING

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROJECT PROSPECTUS

10206

SEE INSTRUCTIONS ON REVERSE

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

KEY ID #

SECTION
S.E. 242nd to S.E. 257th Avenue

REGION
Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

A seven-foot wide linear strip of right-of-way will be dedicated from private ownerships on both sides of the roadway throughout. No displacements would occur.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Although most of the adjacent property is currently vacant agricultural land, development activities are underway including the construction of a community hospital and residential subdivisions. The project would facilitate this and other planned development. The widening is consistent with the transportation plans for Multnomah County and the cities of Gresham and Troutdale.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project would result in increased capacity to handle anticipated traffic growth. Improved safety through the reduction of congestion would result. Flow patterns are not expected to change.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None expected.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

No historic structures are evident in the corridor. An archaeological survey would be required to determine if any culturally significant sites are present in the adjacent agricultural fields.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None identified.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☐ CLASS 2 (CATEGORICAL EXCLUSION)

☒ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project consists of a roadway widening of more than a single lane width; however, no significant impacts have been identifie

OTHER DOCUMENTATION

Cultural Survey Report
Indirect Source Permit Application
Noise Study Report

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X JEF KAISER	653-3221	

FHWA 1273 (7-82)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

10206
SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: S.E. 242nd - S.E. 257th, Stark St.

REGION: Metro Region

AUTHORIZATION NO. | PREFIX | DATE: 8/8/83

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 1,000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	1,000	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT	1,000	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING	-	
910 REGION GEOLOGIST	1,000		924 D.O.T.			955 R/W RELOC. ASSISTANCE	-	
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	200		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	200		932 RAILROAD & UTILITIES					
						TOTALS	$ 50,000	$
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

Note $50,000 has been allotted for State P.E.

PREPARED BY: Curtis H. Durtz	DATE: 9-22-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X	DATE
RECOMMENDED, REGION ENGINEER: X Edward C. Hendt	DATE: 9-29-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X	DATE
RECOMMENDED, LOCATION ENGINEER: X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

Date July 15, 1983

Applicant Agency Multnomah County
Request for: Off-System____, FAS-C____, FAUS X Project
Federal Aid Route No. 9810 Route Name S.E. Stark Street
Project Name S.E. Stark Street Widening

Project Length 4000 feet Project Location (Attach sketch map)
Project Description Widening S.E. Stark Street between 242nd and 257th to a 5-lane street with curbs and sidewalks with a tapering section east of 257th. Eventually Stark Street will be widened to 4-5 lanes between 221st and 242nd, however this is not programmed as part of this construction project.

Average Daily Traffic 16,000 Design Speed 40 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 34 ft. Travel Lanes 2 Shoulders gravel
Medians No Parking No
Sidewalks No
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 66 ft. Travel Lanes 4 Shoulders Emer. pkg & bike lane
Medians Continuous turn lane Parking No
Curbed Yes Length Curb Radii
Sidewalk/Bikeway Yes
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80 ft. Minimum Maximum

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes____ No X

3. Will additional right-of-way be needed? Yes____ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No X
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Full signals at 242nd and 257th.

2. Proposed Signalization:

Location 257th

Type Traffic actuated
Phases 8 phase
Type of Suspension Mast Arm
Interconnected No
Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant.

4. Permanent Striping:

Include in project or by applicant? By applicant.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location
Type 400 watt high-pressure sodium installed on 170 to 200 ft. intervals one side of street
Remarks to be mounted on existing distribution poles where possible

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad _____
   Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

   Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Environmental Services, Larry Nicholas Office
2. Environmental — Environmental Services, Larry Nicholas Office
3. Public Hearing — Environmental Services, Larry Nicholas Office

Remarks _____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State _____ Consultant _____

2. Project construction engineering to be performed by:

Applicant X State _____ Consultant _____

3. Will applicant perform any work prior to or after award of contract?
Yes X No _____
If "yes," describe briefly: County will prepare preliminary engineering documents, and will perform construction supervision and inspection.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 790,000
Right-of-way costs (if participating)	1,000*
Traffic control	75,000
Illumination	34,000
Structures	
Railroad	
Other _____	
Preliminary engineering	0
PROJECT TOTAL	$ 900,000

Remarks *ODOT administrative costs of checking right-of-way.

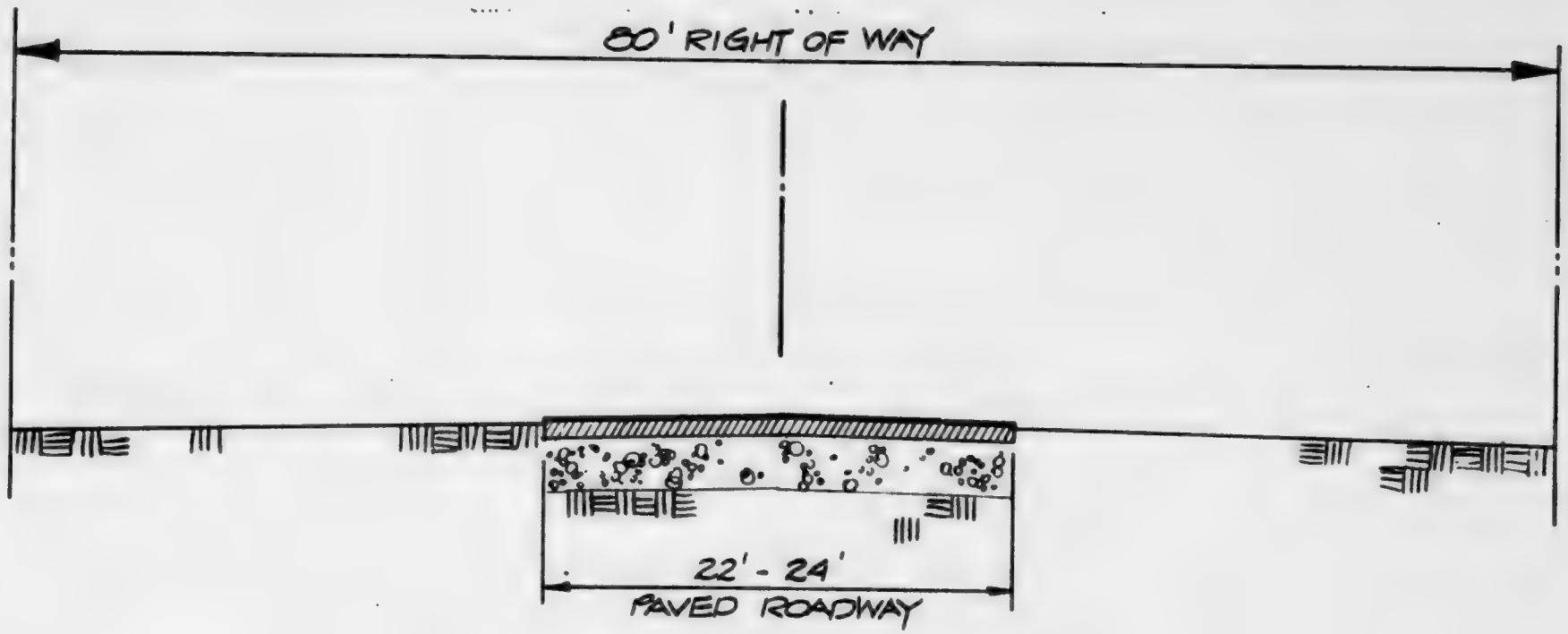
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Multnomah COUNTY

By _____ By Lawrence L Nicholas

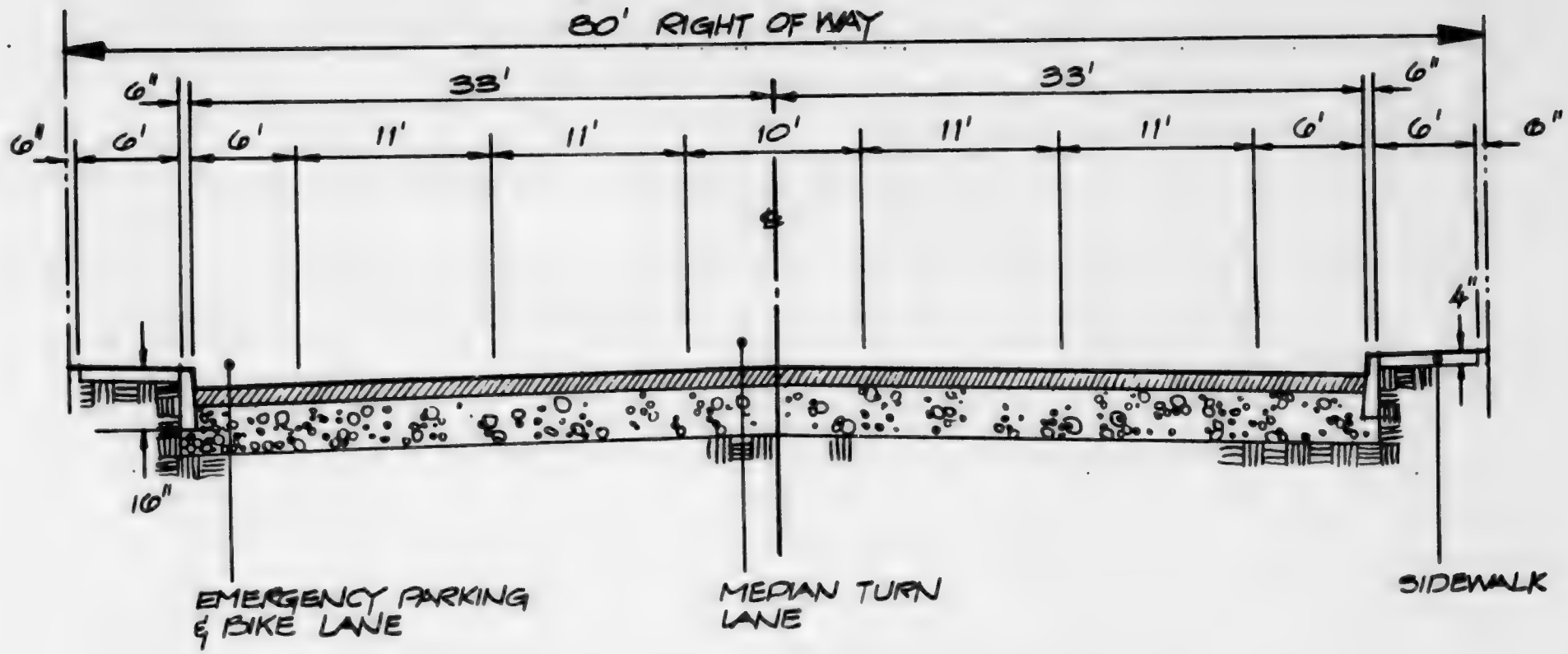
By _____ By _____

By _____



EXISTING ROADWAY SECTION

S.E. STARK ST. FROM S.E. 221st AVE. TO S.E. 227th AVE



PROPOSED TYPICAL SECTION

S.E. STARK ST FROM S.E. 221st AVE. TO S.E. 227th AVE.

July 19th, 1983

10,136

CON 21-8
Multnomah

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

ENV 3

August 15, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

RE: Project Classification
S.E. 242nd Avenue - 257th Avenue
Stark Street
Multnomah County
IX-9810(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class III, requiring the preparation of an environmental assessment according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (4)

for Division Administrator 8/22/83 Date

ENVIRONMENTAL SECTION
August 23, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Cost & Records Spec
Surfacing Design
General Files
E. L. Hardt
Jef Kaiser
Clarence Eshelmann
Maury Payne

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

10206

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
S.E. 242nd to S.E. 257th Avenue

REGION
Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

A ten-foot wide linear strip of right-of-way will be dedicated from private ownerships on both sides of the roadway throughout. No displacements would occur.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Although most of the adjacent property is currently vacant agricultural land, development activities are underway including the construction of a community hospital and residential subdivisions. The project would facilitate this and other planned development. The widening is consistent with the transportation plans for Multnomah County and the cities of Gresham and Troutdale.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project would result in increased capacity to handle anticipated traffic growth. Improved safety through the reduction of congestion would result. Flow patterns are not expected to change.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None expected.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

No historic structures are evident in the corridor. An archaeological survey would be required to determine if any culturally significant sites are present in the adjacent agricultural fields.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None identified.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☐ CLASS 2 (CATEGORICAL EXCLUSION)

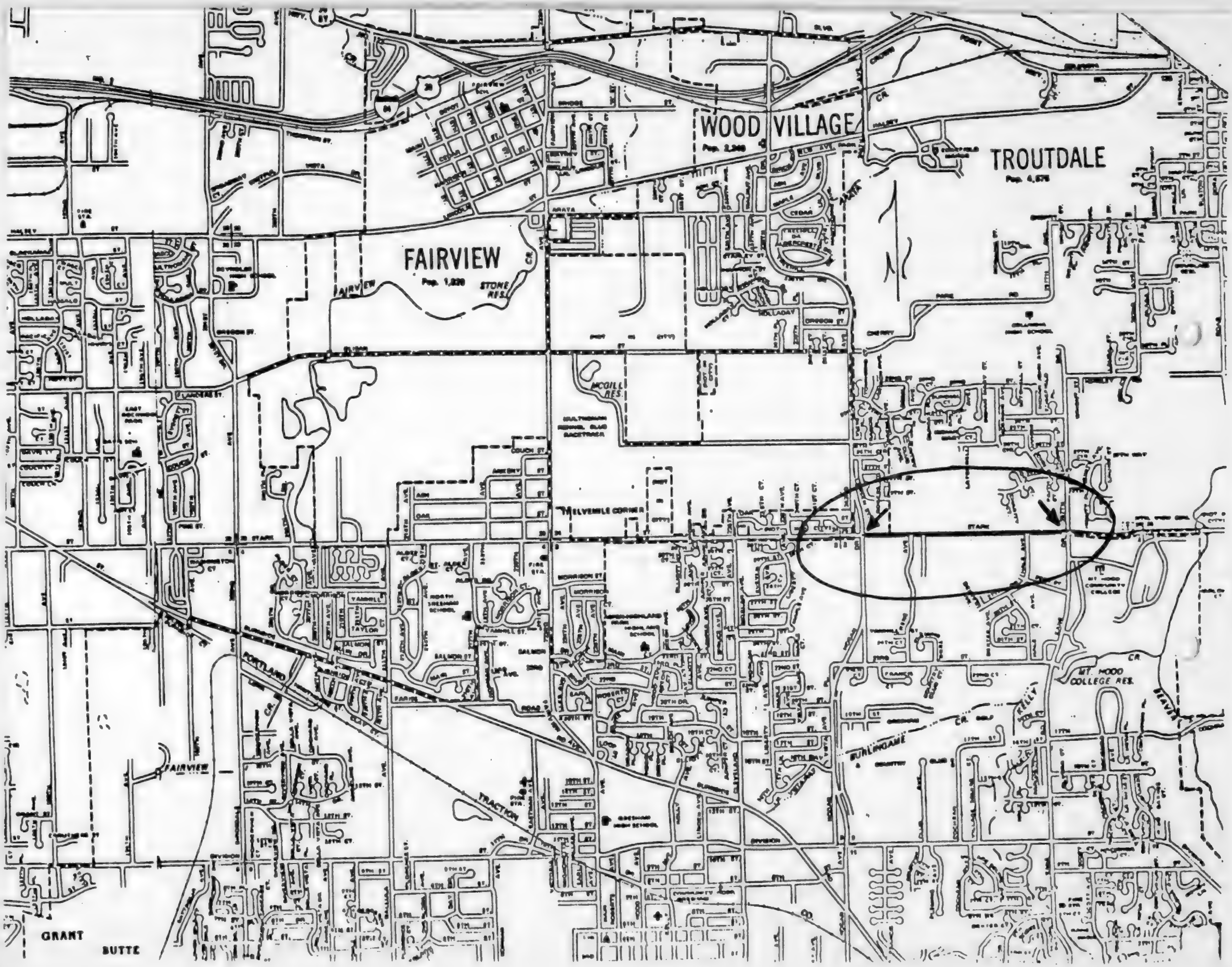
☒ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project consists of a roadway widening of more than a single lane width; however, no significant impacts have been identified

OTHER DOCUMENTATION

Cultural Survey Report
Indirect Source Permit Application
Noise Study Report

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X JEF KAISER	653-3221	August 22, 1983


WOOD VILLAGE
TROUTDALE
FAIRVIEW
Pop. 1,220
STONE RES.
FAIRVIEW
McCALL RES.
MELVENILE CORNER
PORTLAND
TRACTION
GRANT BUTTE
BURLINGAME
MT. HOOD COMMUNITY COLLEGE
MT. HOOD COLLEGE RES.

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Multnomah Co

10206

SEE INSTRUCTIONS ON REVERSE

KEY ID# 21N 21-8

SECTION: S.E. 242nd - S.E. 257th, Stark St.

REGION: Metro Region

SURVEY AUTHORITY FAU 9810

AUTHORIZATION NO. 1

PREFIX 226-1908

DATE 8/8/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 1000	$ 1,000	915 AUDITS	$ 800	$ 0 ~~800~~	933 SURFACE DESIGN	$ 200	$ 0 ~~200~~
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	20,000	20,000	918 LOCATION	1500	0 ~~1,500~~	935 SOILS	1000	1 0 ~~1,000~~
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	1000	0 ~~1,000~~
905 FINAL DESIGN	2500	0 ~~2,500~~	920 PROGRAM MANAGEMENT	200	0 ~~200~~	937 HYDRAULICS	200	0 ~~200~~
906 BRIDGE DESIGN	2000	0 ~~2,000~~	921 SPECIFICA-TIONS	1500	0 ~~1,500~~	938 REGION ENVIRONMENT	1000	0 ~~1,000~~
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100	0 ~~100~~	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	9000	3000 ~~1,000~~	950 TRAINING		
910 REGION GEOLOGIST	1000	0 ~~1,000~~	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	6500	0 ~~6,500~~	925 AIR MONITORING			960 PERSONAL LEAVE		
'2 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	200	0 ~~200~~	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	200	0 ~~200~~	932 RAILROAD & UTILITIES	100	100			
						TOTALS	$ 50,000	$ 24000 ~~30,000~~
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER: IX-9810(2)						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

Approved third PE Necessary For Adoption of a FONSI. ONly $24000 was Programmed

Note $50,000 has been allotted for State P.E.

1 Versteeg V
Anderson
Adams
Magnab
2 Edwards
Turpin
3 Trout
Wakerlig

RECEIVED
FEB 16 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

TIP Proj.- Approved by Hwy Engr 10-19-83

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
Chuck H. Edwards	9-22-83	X D T Lehman	10/20/83
RECOMMENDED, REGION ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X		X E J Hunter	10-21-83
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X		11-10-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

Plan # 10206

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: S.E. 242nd Ave.-S.E. 257th Ave., Stark St.

REGION: Metro Region

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM	TO	LENGTH
				4000'

☒ URBAN ☐ RURAL

CITY	COUNTY	ROAD/STREET NAME
Gresham/Troutdale	Multnomah	Stark Street

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
	9810	Multnomah County

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$ ~~50,000~~ 30
RIGHT OF WAY		$ County Funded
ROADWAY	$ 741	
STRUCTURES	$ -	
SIGNALS	$ 75	
ILLUMINATION	$ 34	
TEMPORARY PROTECTION	$ Incl. in Roadway	
	$	
% ENGINEERING CONTINGENCIES	$ Incl. in Roadway	
TOTAL CONSTRUCTION		$ ~~900~~ 850
TOTAL ESTIMATE		$ ~~900~~ 880

PROJECT DATA

GRADING	(✓)	X
PAVING	(✓)	X
STRUCTURES	(✓)	
SIGNING	(✓)	X
SIGNALS	(✓)	X
ILLUMINATION	(✓)	X
ENVIRONMENTAL CLASS	(1,2,3)	3
DESIGN CATEGORY	(1-7)	2
WORK TYPE	(1-12)	2

RIGHT OF WAY

FILES	(#)	
ACRES	(#)	1.8
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	A
CONSTRUCTION ENGINEERING	(S,C,A)	A
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	A

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	FAIX	

RECOMMENDED PROGRAM REVISIONS

	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL				$
☐ POSTPONE ☐ CANCEL				$

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	5
STRUCTURES (#)	0	0
SIGNALS (#)	2	2
BIKE PATH (Y/N)	N	Y
AVERAGE DAILY TRAFFIC	16,000	26,000
YR OF AVERAGE DAILY TRAFFIC	1982	2000

DEFINE THE PROBLEM

This section of Stark St. is badly deteriorated, experiences capacity problems and is in need of upgrading to arterial standards to accommodate present and future development in the area.

PROPOSED SOLUTION

Widen Stark to four through lanes with a median turning lane, bicycle lanes, and sidewalks.

REQUESTED, REGION ENGINEER	DATE
X Edward Ritzenthaler	9-24-83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS	DATE
X	
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION	DATE
X	

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Stark St. (242nd-257th)

REGION: Metro Region

PROJECT JUSTIFICATION

The purpose is to increase the capacity of Stark Street between 242nd and 257th, which now carries 16,000 daily traffic. New development proposed or underway on both the north and south sides will result in a significant increase of trips. Particularly Gresham Community Hospital, now under construction, will add 1,600 vehicle trips in 1984 increasing to 7,100 vehicle trips per day by 1990. The road would be widened from an existing two lanes to five lanes. The 1981 STRAAM County Transportation Safety Study noted "this part of Stark is badly deteriorated, experiences capacity problems, and is in need of upgrading to arterial standards. The PM peak period LOS approaches F in certain sections".

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: S.E. 242nd-257th Ave.

REGION: Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	A	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	A	STRIPING (PERMANENT)	A	LANDSCAPING	A	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	A	PROJECT SIGNING	A	IRRIGATION	A	FLOOD PLAIN	N	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	A	DETOUR	N	BORROW SOURCE	A	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	S
PUBLIC HEARING	A	ILLUMINATION	A	MATERIAL SOURCE	A	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	A	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	S
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	A	OLD (#) 2 / NEW (#)	2
						UTILITIES	A	(LIST BELOW)	

COMPANIES

Power: PGE Gresham
Gas: NW Natural Gas
Water: City of Troutdale, City of Gresham
Phone: General Telephone, Gresham

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	A	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	DESIGN SPEED	DESIGN STANDARDS
						40	AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
					XXXXX Bike								XXXXX Bike				
EXISTING		6	C	-	6	-	11	11	10	11	11	-	6	-	C	6	
PROPOSED																	

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
IDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS

10206

SEE INSTRUCTIONS ON REVERSE

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

KEY ID #

SECTION: S.E. 242nd to S.E. 257th Avenue

REGION: Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

A ten-foot wide linear strip of right-of-way will be dedicated from private ownerships on both sides of the roadway throughout. No displacements would occur.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Although most of the adjacent property is currently vacant agricultural land, development activities are underway including the construction of a community hospital and residential subdivisions. The project would facilitate this and other planned development. The widening is consistent with the transportation plans for Multnomah County and the cities of Gresham and Troutdale.

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No historic structures are evident in the corridor. An archaeological survey would be required to determine if any culturally significant sites are present in the adjacent agricultural fields.

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RECOMMENDED PROJECT CLASSIFICATION

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☐ CLASS 2 (CATEGORICAL EXCLUSION)

☒ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

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OTHER DOCUMENTATION

Cultural Survey Report
Indirect Source Permit Application
Noise Study Report

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X JEF KAISER	653-3221	August 22, 1983

10,126

STATE OF OREGON

INTEROFFICE MEMO

TO: JEF KAISER
Environmental Manager

DATE: July 29, 1983

FROM: JIM McCLURE
Project Development Engineer

SUBJECT: Multnomah County
Stark Street Project

I contacted Bebe Rucker and she indicated, due to the limited construction funds available, the County will fund the preliminary engineering costs. However, Bebe felt that including $50,000 for our engineering services would be a good direction to go.

On the project request, show $50,000 for preliminary engineering with an asterisk and an explanation as follows:

> Multnomah County, due to the limited construction funds available plans at this time to fund Multnomah County's engineering costs 100 percent. The $50,000 will be for the State's engineering services for environmental assistance, monitoring, final design review and processing along with advertising and contracting the County's project. If the dollar picture changes, Multnomah County may request an increase in these preliminary engineering funds for their engineering work.

po

cc: Jon Rose
Bebe Rucker

81-125-1387

10,126

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DENNIS BUCHANAN
COUNTY EXECUTIVE

OM [illegible]
TDS [illegible]
US [illegible]
CSA Memo Reply TRM
CO PA EM BUD LM

July 20, 1983

Mr. Ed Hardt
Oregon Dept. of Transportation
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

RE: Stark Street (242nd-257th) Application for Federal Funding

Dear Mr. Hardt:

Enclosed please find the completed Application and Project Assessment forms for the above project.

Stark Street has been slated as a major arterial on the County Comprehensive Land Use Plan since 1957. Stark Street is built as a major arterial from I-205 to 221st Avenue. East of 221st Avenue the five-lane section tapers to a two-lane section. With the availability of federal transportation funding through interstate transfer money, the County is applying to construct a five-lane section between 242nd and 257th Avenues.

The choice of this section is due to the current construction of Gresham Community Hospital on the south side of Stark Street. Phase I of the hospital, which will open in 1984, will produce 1600 daily vehicle trips and PM peak hour 120 westbound trips and 90 eastbound trips. Phase II which is scheduled to be fully developed by 1990 will provide an additional 5500 daily trips. This two-lane section of Stark currently carries 16,000 vehicles per day and operates at level of service E to F during the PM peak hour. The project is needed to accommodate the increasing number of trips from continued development occurring along Stark and in the Gresham/Troutdale area.

This project has the full support of the Cities of Gresham and Troutdale as well as the East County Transportation Committee composed of elected officials of the County, Gresham, Troutdale, Wood Village and Fairview.

This project will be on the agenda of the next MSD TIP Subcommittee meeting for inclusion in the TIP.

Please let me know if you have any questions regarding the project.

Sincerely yours,

Larry F. Nicholas

Larry F. Nicholas, P.E.
County Engineer

Encls.

LFN:an

AN EQUAL OPPORTUNITY EMPLOYER

10,126

Date July 15, 1983

Applicant Agency Multnomah County
Request for: Off-System____, FAS-C____, FAUS X Project
Federal Aid Route No. 9810 Route Name S.E. Stark Street
Project Name S.E. Stark Street Widening

Project Length 4000 feet Project Location (Attach sketch map)
Project Description Widening S.E. Stark Street between 242nd and 257th to a 5-lane street with curbs and sidewalks with a tapering section east of 257th. Eventually Stark Street will be widened to 4-5 lanes between 221st and 242nd, however this is not programmed as part of this construction project.

Average Daily Traffic 16,000 Design Speed 40 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 34 ft. Travel Lanes 2 Shoulders gravel
Medians No Parking No
Sidewalks No
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 66 ft. Travel Lanes 4 Shoulders Emer. pkg & bike lane
Medians Continuous turn lane Parking No
Curbed Yes Length Curb Radii
Sidewalk/Bikeway Yes
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80 ft. Minimum Maximum

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No X
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Full signals at 242nd and 257th.

2. Proposed Signalization:

Location 257th

Type Traffic actuated
Phases 8 phase
Type of Suspension Mast Arm
Interconnected No
Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant.

4. Permanent Striping:

Include in project or by applicant? By applicant.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location
Type 400 watt high-pressure sodium installed on 170 to 200 ft. intervals one side of street
Remarks to be mounted on existing distribution poles where possible

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad _____
   Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

   Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Environmental Services, Larry Nicholas Office
2. Environmental — Environmental Services, Larry Nicholas Office
3. Public Hearing — Environmental Services, Larry Nicholas Office

Remarks _____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State _____ Consultant _____

2. Project construction engineering to be performed by:

Applicant X State _____ Consultant _____

3. Will applicant perform any work prior to or after award of contract?
Yes X No _____
If "yes," describe briefly: County will prepare preliminary engineering documents, and will perform construction supervision and inspection.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 790,000
Right-of-way costs (if participating)	1,000*
Traffic control	75,000
Illumination	34,000
Structures	
Railroad	
Other _____	
Preliminary engineering	0
PROJECT TOTAL	$ 900,000

Remarks *ODOT administrative costs of checking right-of-way.

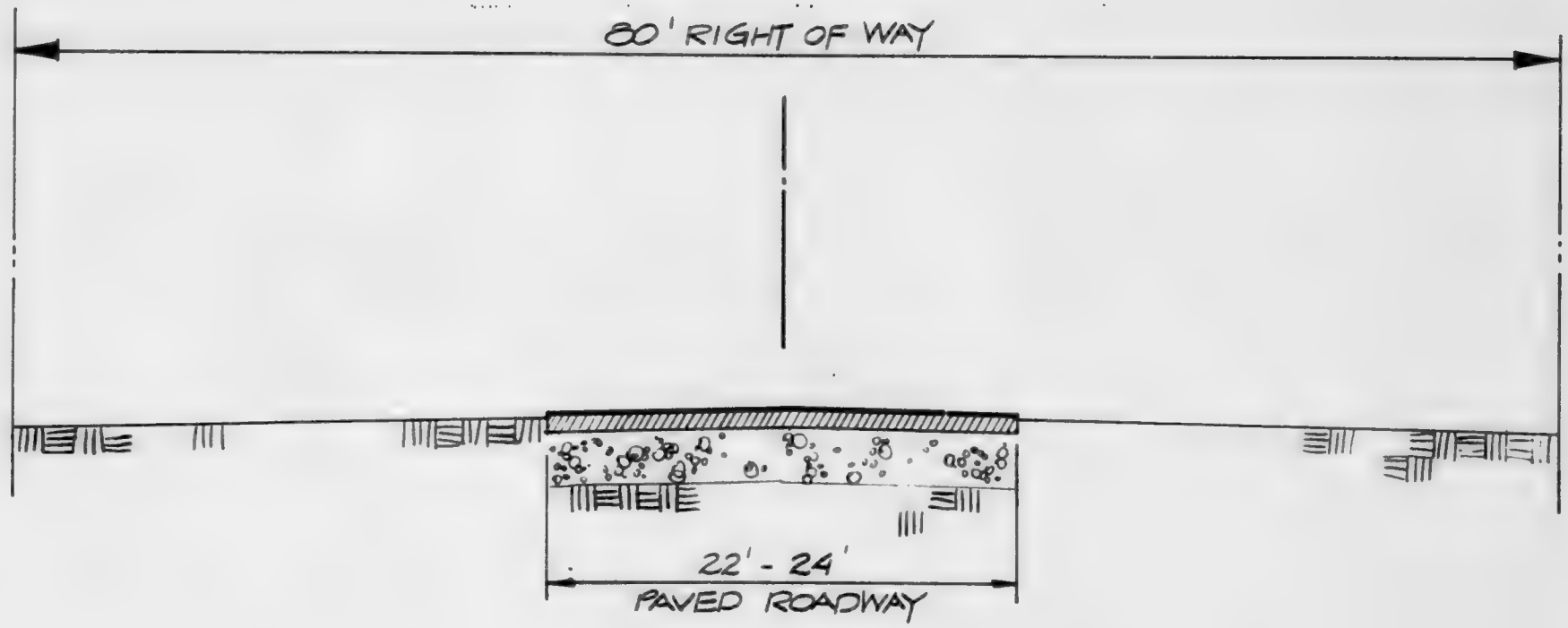
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Multnomah COUNTY

By _____ By Lawrence E. Nicholas

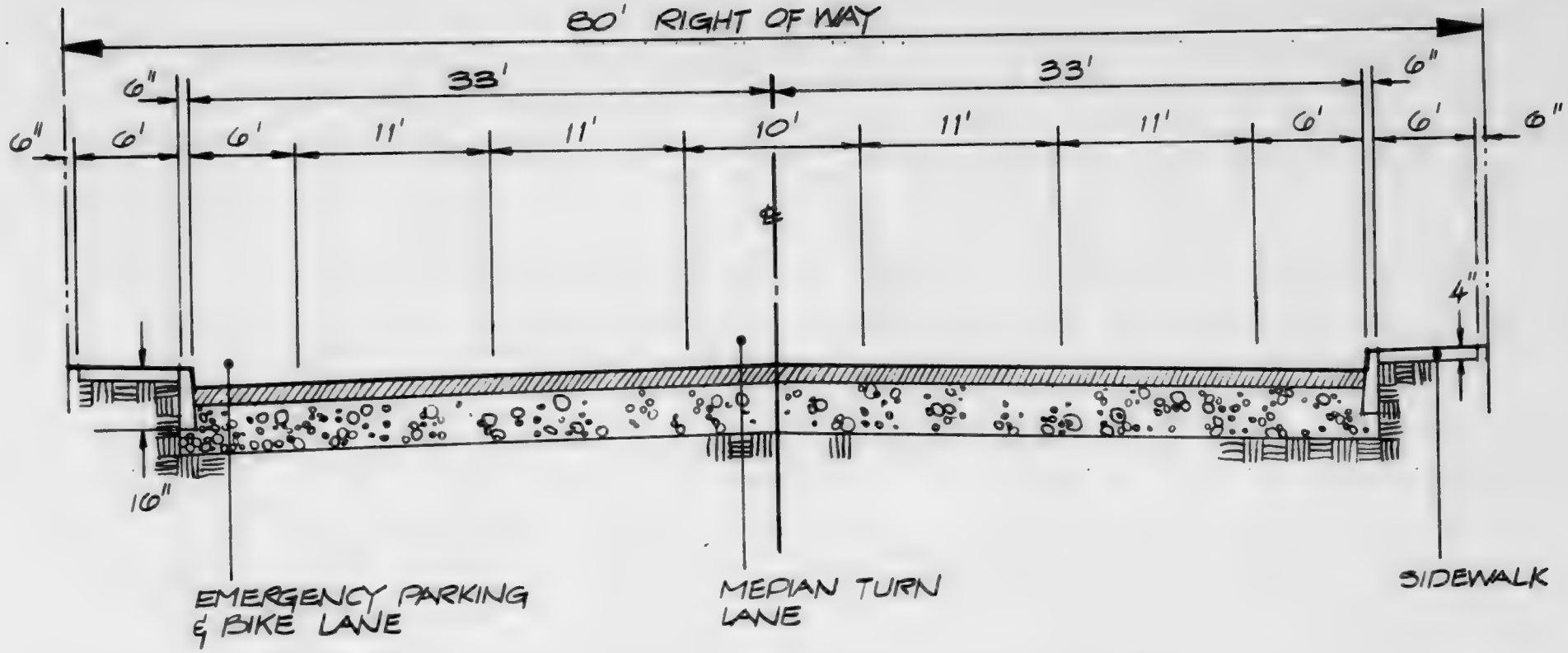
By _____ By _____

By _____



EXISTING ROADWAY SECTION

S.E. STARK ST. FROM S.E. 221st AVE. TO S.E. 227th AVE



PROPOSED TYPICAL SECTION

S.E. STARK ST FROM S.E. 221st AVE. TO S.E. 227th AVE.

July 19th, 1983

10,126

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date May 11, 1983

Section _____ Unit (if appl) _____

County Multnomah City Gresham, Troutdale

Highway S.E. Stark Street FAU 9810 State Hwy. No. _____

Termini: M.P.(if appl) 242nd Ave. to 257th Ave. Length 4000 ft.

Region I Construction Estimate $900,000
Program Amount

B. Purpose of Project: The purpose is to increase the capacity of Stark between 242nd and 257th which now carries 16,000 daily traffic. New development proposed or underway on both the north and south sides will result in a significant increase of trips. Particularly Gresham Community Hospital, now under constuction, will add 1,600 vehicle trips in 1984 increasing to 7,100 vehicle trips per day by 1990. The road would be widened from an existing two-lanes to five lanes. The 1981 STRAAM County Transportation Safety Study noted "this part of Stark is badly deteriorated, experiences capacity problems, and is in need of upgrading to arterial standards. The PM peak period LOS approaches F in certain sections."

C. Origin & History of Project: Stark Street has been designated a Major Arterial on the Multnomah County Comprehensive Plan since 1957. The 1978 County Transportation Plan and subsequent Gresham, Troutdale and MSD Transportation Plans designate this section of SE Stark as a Major Arterial. Stark is built to an arterial standard between I-205 and 221st but is a 2-lane road east of 221st. Stark between 221st and 257th has been identified as a problem location in the 1983 County Problem Location update of the 1978 Transportation Plan. The County Comprehensive Plan noted in 1978 that Stark should be widened between 221st and Troutdale Road. Federal funding is now available which would cover widening the 242nd to 257th section, which is the most critical in the near future due to the 1984 opening of a new hospital on the south side of the street.

D. General Description of Project:

The project will construct two additional travel lanes, a continuous turn median lane, curbs and sidewalks between 242nd and 257th Avenues.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. Yes ; Parking No

Proposed: No. Lanes 4 ; Med. Yes ; Shldrs. Emer. Pkg. ; Parking No

Traffic: Existing Facility: Existing ADT 16,000 ; Projected ADT 26,000 ; Yr. 2000

Peak Hr. 850 EB
500 WB

Existing Level of Service E

Proposed Facility: Projected ADT 26,000 ; Yr. 2000

Projected Level of Service D

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels None

Acres _____; Type of Relocation Req. None; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any:

None

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

It is second priority project of the East Multnomah County Transportation Committee (composed of elected officials from the County, Fairview, Troutdale, Gresham & Wood Village). The first priority project, Burnside St., is currently under construction.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

There are no location alternatives since it is an existing road which since 1957 has been slated to be a 4-lane arterial. The design will be a continuation of the arterial design of Stark Street between 108th and 221st.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Much of the area is presently developed as residential and commercial land uses. Some parcels are used as agricultural land but are zoned for commercial and residential in the cities. The trend in development has been and is expected to continue to be from agricultural/residential to commercial uses.

The project area is relatively flat and provides little view-shed opportunity.

No streams cross the proposed construction area.

No rare or endangered plants or animals are known to occur in the area.

2. Cultural:

The project area contains no known historic resources.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None

2. Estimated Impact on Traffic Patterns:

Traffic is increasing along Stark without the road widening however there is insufficient capacity on Stark to accommodate the increase. The 1981 STRAAM County Transportation Safety Study projects LOS F between 221st and 257th by 1985 during the PM Peak Period. The widening is expected to result in a LOS of C or D in the year 2000 with the expected increase in traffic.

Consequences--Air Quality, Noise, Safety, etc.:

Project would probably improve Air Quality over no-build. Noise levels would be increased because of traffic being closer to property lines. Safety would be improved with designated left turn lane and bike and pedestrian areas.

3. Estimated Impact on Land Use:

None, land is generally commercially zoned along Stark and is either built, under construction or slated for new development within the next ten years. The road improvement might have a slight effect in accelerating the development of still vacant parcels.

Consequences:

Traffic is increasing without the road widening. This project would construct sufficient capacity to accommodate the increase.

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

6. **Preliminary Identification of Areas of Critical Concern:**

None

7. **Potential for Controversial Issues:**
Whether sewer line can be constructed prior to or co-incident with the road project.

8. **Potential for Consistency of Proposal With:**

a. **Clean Air Implementation Plans**

Consistent with Air Quality Plans since RTP which shows Stark as an arterial is consistent with Air Quality Plans.

b. **Noise Standards**

c. **Water Quality Standards**

N/A

d. **Area Land Use and Transportation Plans, and Zoning**

Consistent with County, Gresham, Troutdale and Regional Transportation Plans. Consistent with Gresham and Troutdale Land Use Plans and zoning.

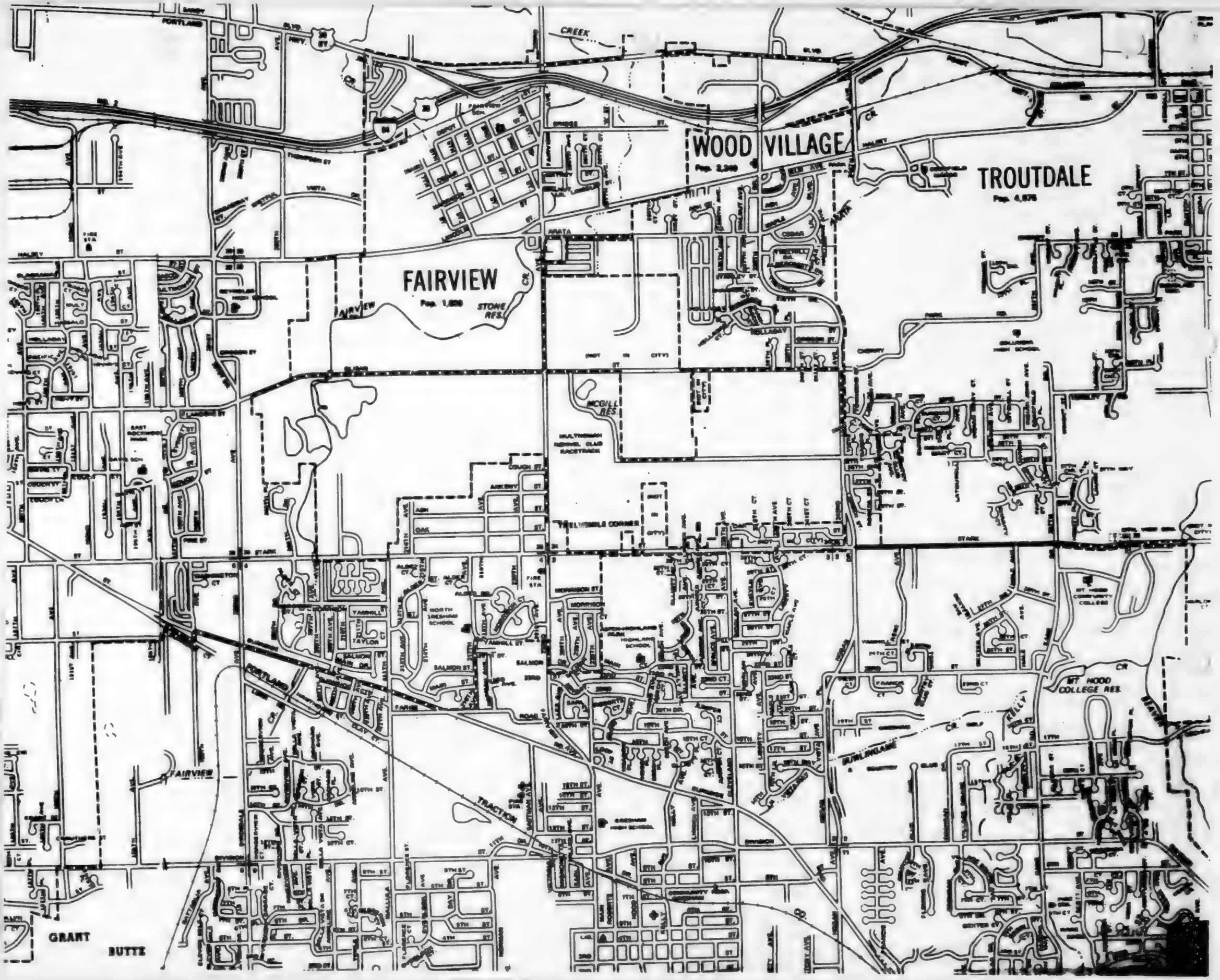
C. **Recommended Type of Action and Documentation:**

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__x__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. **Recommended Project Category:** _____ 1 _____ 2 __x__ 3 _____ 4


WOOD VILLAGE
TROUTDALE
FAIRVIEW
Pop. 1,830
STONE RES.
FAIRVIEW
GRANT BUTTE
TRACTION
MT. HOOD COMMUNITY COLLEGE
MT. HOOD COLLEGE RES.
SUNLINLANE

1985 Plum Cr. (Bethel Rd.) Br. 10,127
Sec. of FAS A549 (Bethel Rd.) in McCoy.
(Grading, paving & structure)

C&A - 8046 - 11-26-84
2-10-84

JOB COST SUMMARY RUN ON 05-02-90
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/21/90
FOR EXPENDITURE ACCOUNT C10127

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C10127	000	010	001	0813			229.96	
C10127	000	010	001	0821			195.16	
OBJ-DETAIL 001							425.12	
C10127	000	010	030	0813			48.02	
OBJ-DETAIL 030							48.02	
ACTIVITY 010							473.14	SUBTOTAL
C10127	000	020	001	8014			1,068.86	
OBJ-DETAIL 001							1,068.86	
ACTIVITY 020							[redacted]	
C10127	000	140	001	2047	SF		48.02	
OBJ-DETAIL 001							48.02	
ACTIVITY 140							48.02	SUBTOTAL
C10127	000	899	136	0500			7.12	
OBJ-DETAIL 136							7.12	
C10127	000	899	194	0800			63.46	
C10127	000	899	194	8014			53.94	
OBJ-DETAIL 194							117.40	
C10127	000	899	199	0530			59.07	
C10127	000	899	199	8014			6.78	
OBJ-DETAIL 199							65.85	
C10127	000	899	267	7000			50.00	
OBJ-DETAIL 267							50.00	
C10127	000	899	302	R				
OBJ-DETAIL 302								
C10127	000	899	504	8014			16.80	
OBJ-DETAIL 504							16.80	
C10127	000	899	550	8014			56.00	
C10127	000	899	550	8214			91.60	
C10127	000	899	550	8215			57.20	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

10,127

5-2-90

JOB COST SUMMARY RUN ON 05-02-90
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/21/90
FOR EXPENDITURE ACCOUNT C10127

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
OBJ-DETAIL 550							204.80
C10127	000	899	555	0521			13.44
C10127	000	899	555	0531			.53
OBJ-DETAIL 555							13.97
ACTIVITY 899							[redacted]
C10127	000	900	001	2042			713.05
C10127	000	900	001	8007			212.13
C10127	000	900	001	8014			12,521.41
C10127	000	900	001	8045			1,145.66
OBJ-DETAIL 001							14,592.25
C10127	000	900	030	8014			500.46
C10127	000	900	030	8045			550.20
OBJ-DETAIL 030							1,050.66
C10127	000	900	134	8014			6.37
OBJ-DETAIL 134							6.37
C10127	000	900	150	8014			2.05
OBJ-DETAIL 150							2.05
C10127	000	900	424	0956			12.88
OBJ-DETAIL 424							12.88
C10127	000	900	470	8014			23.79
OBJ-DETAIL 470							23.79
C10127	000	900	490	8014			30.00
OBJ-DETAIL 490							30.00
C10127	000	900	550	2042			103.80
C10127	000	900	550	8014			634.35
OBJ-DETAIL 550							738.15
ACTIVITY 900							[redacted]
C10127	000	901	001	7364			353.81
C10127	000	901	001	7430			456.77
OBJ-DETAIL 001							810.58

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 05-02-90
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/21/90
FOR EXPENDITURE ACCOUNT C10127

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C10127	000	901	504	7363			16.59	
C10127	000	901	504	7430			5.00	
OBJ-DETAIL 504							21.59	
C10127	000	901	560	7430			1.35	
OBJ-DETAIL 560							1.35	
ACTIVITY 901							833.52	SUBTOTAL
C10127	000	911	555	0521			2.37	
OBJ-DETAIL 555							2.37	
ACTIVITY 911							2.37	SUBTOTAL
C10127	000	913	504	7111			11.40	
OBJ-DETAIL 504							11.40	
ACTIVITY 913							11.40	SUBTOTAL
C10127	000	920	001	0612			18.53	
C10127	000	920	001	0631			21.48	
OBJ-DETAIL 001							40.01	
ACTIVITY 920							40.01	SUBTOTAL
C10127	000	940	001	8213			140.14	
C10127	000	940	001	8214			866.10	
C10127	000	940	001	8215			199.42	
C10127	000	940	001	8221			116.37	
OBJ-DETAIL 001							1,322.03	
C10127	000	940	008	8240			88.64	
OBJ-DETAIL 008							88.64	
C10127	000	940	030	8214			274.69	
OBJ-DETAIL 030							274.69	
C10127	000	940	548	8213			5.50	
OBJ-DETAIL 548							5.50	
C10127	000	940	550	8213			12.20	
OBJ-DETAIL 550							12.20	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 05-02-90
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/21/90
FOR EXPENDITURE ACCOUNT C10127

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C10127	000	940	551	2000			30.00	
C10127	000	940	551	8014			362.00	
C10127	000	940	551	8213			16.00	
C10127	000	940	551	8214			255.00	
C10127	000	940	551	8215			328.00	
OBJ-DETAIL 551							991.00	
ACTIVITY	940						2,694.06	SUBTOTAL
SUB-JOB	000	SUBTOTAL					22,103.47	
C10127	001	899	306	R				
OBJ-DETAIL 306								
C10127	001	899	349	8014			143.37	
OBJ-DETAIL 349							143.37	
ACTIVITY	899						143.37	SUBTOTAL
SUB-JOB	001	SUBTOTAL					143.37	
C10127	010	900	151	8014			294.28	
OBJ-DETAIL 151							294.28	
ACTIVITY	900						294.28	SUBTOTAL
SUB-JOB	010	SUBTOTAL					294.28	
C10127	011	141	001	2046	SF		85.91	
OBJ-DETAIL 001							85.91	
C10127	011	141	440	2046	SF		38.47	
OBJ-DETAIL 440							38.47	
C10127	011	141	550	2046	SF		40.00	
OBJ-DETAIL 550							40.00	
ACTIVITY	141						164.38	SUBTOTAL
C10127	011	899	001	8006			[redacted]	
OBJ-DETAIL 001								
C10127	011	899	199	8014			[redacted]	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 05-02-90
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/21/90
FOR EXPENDITURE ACCOUNT C10127

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
OBJ-DETAIL 199							[redacted]
C10127	011	899	300	8014			224,778.74
OBJ-DETAIL 300							224,778.74
C10127	011	899	302	R			
OBJ-DETAIL 302							
ACTIVITY	899						225,084.68 SUBTOTAL
SUB-JOB	011 SUBTOTAL						225,249.06
EA	C10127 TOTAL						247,790.18

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

247,352.53

JOB COST SUMMARY RUN ON 05-02-90
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/21/90
FOR EXPENDITURE ACCOUNT C5271991

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C5271991	000	899	001	8014			23.04	
OBJ-DETAIL 001							23.04	
C5271991	000	899	194	0100			21.79	
OBJ-DETAIL 194							21.79	
C5271991	000	899	504	0100			14.55	
OBJ-DETAIL 504							14.55	
ACTIVITY 899							59.38	SUBTOTAL
C5271991	000	900	001	8014			482.23	
OBJ-DETAIL 001							482.23	
C5271991	000	900	030	8014			37.00	
OBJ-DETAIL 030							37.00	
C5271991	000	900	504	0100				
OBJ-DETAIL 504								
C5271991	000	900	550	8014				
OBJ-DETAIL 550								
ACTIVITY 900							519.23	SUBTOTAL
C5271991	000	903	001	7430			1,247.13	
C5271991	000	903	001	7460			415.51	
OBJ-DETAIL 001							1,662.64	
ACTIVITY 903								SUBTOTAL
C5271991	000	905	001	7310			55.77	
C5271991	000	905	001	7350			49.89	
C5271991	000	905	001	7363			72.77	
C5271991	000	905	001	7364			14.58	
C5271991	000	905	001	7365			59.97	
OBJ-DETAIL 001							252.98	
C5271991	000	905	130	7300				
OBJ-DETAIL 130								
C5271991	000	905	504	0100			28.20	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 05-02-90
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/21/90
FOR EXPENDITURE ACCOUNT C5271991

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
OBJ-DETAIL 504							28.20	
ACTIVITY 905							281.18	SUBTOTAL
C5271991 000		910	001	7111			233.65	
C5271991 000		910	001	7300			-233.65	
OBJ-DETAIL 001								
ACTIVITY 910								SUBTOTAL
C5271991 000		914	001	7700			103.02	
OBJ-DETAIL 001							103.02	
C5271991 000		914	504	0100				
OBJ-DETAIL 504								
ACTIVITY 914							103.02	SUBTOTAL
C5271991 000		920	001	0600			-18.53	
C5271991 000		920	001	0631			64.43	
C5271991 000		920	001	9901			-92.90	
OBJ-DETAIL 001							-9.94	
ACTIVITY 920							-9.94	SUBTOTAL
C5271991 000		921	001	7200			730.62	
OBJ-DETAIL 001							730.62	
C5271991 000		921	136	0500			576.18	
C5271991 000		921	136	9901			-576.18	
OBJ-DETAIL 136								
C5271991 000		921	501	0100				
OBJ-DETAIL 501								
ACTIVITY 921							[redacted]	L
C5271991 000		923	001	7430			249.04	
C5271991 000		923	001	7530			39.12	
OBJ-DETAIL 001							288.16	
ACTIVITY 923							288.16	SUBTOTAL

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 05-02-90
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/21/90
FOR EXPENDITURE ACCOUNT C5271991

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C5271991	000	927	001	7430			920.59	
OBJ-DETAIL	001						920.59	
C5271991	000	927	008	7430			91.20	
OBJ-DETAIL	008						91.20	
C5271991	000	927	504	0100			8.10	
OBJ-DETAIL	504						8.10	
ACTIVITY	927						[redacted]	
C5271991	000	964	001	7000			83.13	
OBJ-DETAIL	001						83.13	
C5271991	000	964	504	0100				
OBJ-DETAIL	504							
ACTIVITY	964						83.13	SUBTOTAL
SUB-JOB	000	SUBTOTAL					4,737.31	
C5271991	010	899	299	0100			26.32	***
OBJ-DETAIL	299						26.32	
ACTIVITY	899						26.32	SUBTOTAL
C5271991	010	920	001	9901			92.90	
OBJ-DETAIL	001						92.90	
ACTIVITY	920						92.90	SUBTOTAL
SUB-JOB	010	SUBTOTAL					119.22	
C5271991	011	899	299	0100			24,862.09	***
OBJ-DETAIL	299						24,862.09	
ACTIVITY	899						24,862.09	SUBTOTAL
SUB-JOB	011	SUBTOTAL					24,862.09	
C5271991	020	899	504	0100			201.05	
OBJ-DETAIL	504						201.05	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 05-02-90
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/21/90
FOR EXPENDITURE ACCOUNT C5271991

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
ACTIVITY	899						201.05	SUBTOTAL
C5271991	020	900	504	0100			17.10	
OBJ-DETAIL	504						17.10	
C5271991	020	900	550	8014			69.65	
OBJ-DETAIL	550						69.65	
ACTIVITY	900						86.75	SUBTOTAL
C5271991	020	905	130	7300			10.50	
OBJ-DETAIL	130						10.50	
ACTIVITY	905						10.50	SUBTOTAL
C5271991	020	910	001	7300			233.65	
OBJ-DETAIL	001						233.65	
ACTIVITY	910						233.65	SUBTOTAL
C5271991	020	914	504	0100			15.00	
OBJ-DETAIL	504						15.00	
ACTIVITY	914						15.00	SUBTOTAL
C5271991	020	921	136	9901			576.18	
OBJ-DETAIL	136						576.18	
C5271991	020	921	501	0100			111.00	
OBJ-DETAIL	501						111.00	
ACTIVITY	921						[redacted]	AL
C5271991	020	964	504	0100			31.20	
OBJ-DETAIL	504						31.20	
ACTIVITY	964						31.20	SUBTOTAL
SUB-JOB	020	SUBTOTAL					1,265.33	
EA	C5271991	TOTAL					30,983.95	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 05-02-90
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/21/90
FOR EXPENDITURE ACCOUNT C5272518

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C5272518	000	414	001	7750			6.99	
OBJ-DETAIL	001						6.99	
ACTIVITY	414						6.99	SUBTOTAL
C5272518	000	415	001	7784			4.62	
OBJ-DETAIL	001						4.62	
ACTIVITY	415						4.62	SUBTOTAL
C5272518	000	420	001	7700			224.77	
OBJ-DETAIL	001						224.77	
ACTIVITY	420						224.77	SUBTOTAL
C5272518	000	421	001	7700			49.63	
C5272518	000	421	001	7780			7.94	
OBJ-DETAIL	001						57.57	
ACTIVITY	421						57.57	SUBTOTAL
C5272518	000	910	030	7111			99.37	
OBJ-DETAIL	030						99.37	
ACTIVITY	910						99.37	SUBTOTAL
C5272518	000	920	001	0631			63.37	
OBJ-DETAIL	001						63.37	
ACTIVITY	920						63.37	SUBTOTAL
SUB-JOB	000	SUBTOTAL					456.69	
C5272518	011	899	299	0100			3,702.13	***
OBJ-DETAIL	299						3,702.13	
ACTIVITY	899						3,702.13	SUBTOTAL
SUB-JOB	011	SUBTOTAL					3,702.13	
EA	C5272518	TOTAL					4,158.82	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

10,127

5-2-90

JOB COST SUMMARY RUN ON 05-02-90
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/21/90
FOR EXPENDITURE ACCOUNT R54303

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
R54303	000	420	001	7700			17.41	
OBJ-DETAIL 001							17.41	
ACTIVITY 420							17.41	SUBTOTAL
R54303	000	899	299	7700				
R54303	000	899	299	7750				***
OBJ-DETAIL 299								
R54303	000	899	350	7750			650.00	
OBJ-DETAIL 350							650.00	
R54303	000	899	358	7750			4.71	
OBJ-DETAIL 358							4.71	
ACTIVITY 899							654.71	SUBTOTAL
R54303	000	909	001	7111			10.56	
OBJ-DETAIL 001							10.56	
ACTIVITY 909							10.56	SUBTOTAL
SUB-JOB 000 SUBTOTAL							682.68	
EA R54303 TOTAL							682.68	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 05-02-90
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/21/90
FOR EXPENDITURE ACCOUNT R54304

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
R54304	000	420	001	7700			30.56	
OBJ-DETAIL 001							30.56	
ACTIVITY 420							30.56	SUBTOTAL
R54304	000	421	001	7700			26.11	
OBJ-DETAIL 001							26.11	
ACTIVITY 421							26.11	SUBTOTAL
R54304	000	899	299	7700				
R54304	000	899	299	7750				***
OBJ-DETAIL 299								
R54304	000	899	350	7750			1,000.00	
OBJ-DETAIL 350							1,000.00	
R54304	000	899	358	7750			8.46	
OBJ-DETAIL 358							8.46	
ACTIVITY 899							1,008.46	SUBTOTAL
SUB-JOB 000 SUBTOTAL							1,065.13	
EA R54304 TOTAL							1,065.13	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 05-02-90
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/21/90
FOR EXPENDITURE ACCOUNT R54305

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
R54305	000	414	001	7750			313.02	
OBJ-DETAIL 001							313.02	
ACTIVITY 414							313.02	SUBTOTAL
R54305	000	415	001	7700			9.24	
OBJ-DETAIL 001							9.24	
ACTIVITY 415							9.24	SUBTOTAL
R54305	000	420	001	7700			68.46	
OBJ-DETAIL 001							68.46	
ACTIVITY 420							68.46	SUBTOTAL
R54305	000	421	001	7700			53.53	
OBJ-DETAIL 001							53.53	
ACTIVITY 421							53.53	SUBTOTAL
R54305	000	899	299	7700				
R54305	000	899	299	7750				***
R54305	000	899	299	7750				
OBJ-DETAIL 299								
R54305	000	899	350	7750			925.00	
OBJ-DETAIL 350							925.00	
R54305	000	899	358	7750			2.65	
OBJ-DETAIL 358							2.65	
ACTIVITY 899							927.65	SUBTOTAL
SUB-JOB 000 SUBTOTAL							1,371.90	
EA R54305 TOTAL							1,371.90	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

Oregon Department of Transportation

INVOICE

1-16-90 ~ Mailed 1-16-90

10,127

AGENCY	INVOICE NUMBER	DOCUMENT NUMBER	RECEIPT DATE
02			

YOUR ORDER NUMBER	BILLING REQ. NUMBER	INVOICE DATE	VENDOR NUMBER
			52807 00

TO ENSURE PROPER CREDIT PLEASE RETURN A COPY OF THIS FORM WITH YOUR REMITTANCE

Polk County
Fiscal Services Manager Ken Galloway
Courthouse
Dallas. Or 97338

SEND REMITTANCE TO:

OREGON DEPARTMENT OF TRANSPORTATION
ACCOUNTING SERVICES
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

FOLD

T.C.	ORG. UNIT	EXP. ACCOUNT	SUB JOB	AT	ACTIVITY	OBJ DET.	REVENUE SOURCE	AGY. SRC.	AMOUNT	R	SFO
350	9901	rvf03774	000	03			844010	10	313.29		

DESCRIPTION

Final accounting on RS A549 (3 & 4)
Plum Cr. (Bethet Rd.) Br.

Please see attched statement

TOTAL PRICE

SPECIAL INSTRUCTIONS FOR ACCOUNTING USE ONLY

TOTAL AMOUNT DUE $313.29

734-1150A(10-89) IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Mike Shultz TELE: 378 6563
INVOICE PREPARER

MGR. PROGRAM SECTION
Manager___ Admin___ Res___
Program___ Fiscal___ Local___

JAN 17 1991

Refer To _____
R/D___ D/R___ Act___
Discuss___ File___ Discard___

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS

COUNTY: Polk AGREEMENT NO.: 8046 PROJECT NO.: RS-A549(3&4)

CONTRACT NO. 10127 SECTION: Plum Cr. (Bethel Rd.) Br.

Preliminaty Engineering Prefix C527-1991:

	Participating	Nonparticipating
Project Manager	$ 9,817.33	$ 26.32
State Engineering Cost		1,265.33
Program Section	102.93	92.90
Right-of-Way Descriptions	2,007.78	
FinalDesign	6,283.87	
R/W and Utility Liaison	264.09	
Location Section	392.74	
Administrative Services	24.45	
Environmental Section	404.14	
Structural Foundations	3,788.67	
Free Bridge Design	4,907.53	
Free Specifications	730.62	
Base Design	94.14	
Hydraulics	697.98	
Permit Preparation	83.13	
Total PE Cost	$ 29,599.40	$ 1,384.55
Less Free Br. & State Cost	-5,638.15	-1,265.33
Total PE Cost to County	$ 23,961.25	$ 119.22

Right-of-Way Prefix 527-2518:

Property Appraisal	$ 1,967.63	$
Property Negotiations	1,564.92	
R/W Relocation Activities	13.86	
Conduct Sale of Property	478.41	
Appraisal Review	439.11	
Program Section	223.78	
Land	2,590.82	
Total R/W Cost	$ 7,278.53	$ 0.00

Construction Prefix C1012711:53 AM

Payment to Contractor	$ 224,778.74	$
Construction Office	473.14	
State Force Order (Striping)	212.40	
Interest of Final Payment		143.37
Field Engineering	18,255.56	294.28
Technical Services	847.29	
Program Section	40.01	
Materials Testing	2,694.04	
State Only Cost	0.00	51.33
Total Construction Cost	$ 247,301.18	$ 488.98

Less State Share 1/2 Field Engineering and State Only Cost		0.00	-198.47
Total Construction Cost to County		$ 247,301.18	$ 290.51

Summary

Total Participating P.E. Cost	$ 23,961.25
Total Participating R/W Cost	7,278.53
Total Participating Const. Cost	247,301.18
Total Participating Cost	$ 278,540.96

Less Federal Funds

P.E. (88.15%)	$ 21,121.84	
R/W (88.5%)	6,416.02	
Const. (88.5%)	217,995.99	-245,533.85
SUBTOTAL		$ 33,007.11
Less State Share 1/2 Balance		-16,503.55
Plus Nonparticipating Cost		409.73
Less Advance Deposits		
P.E. AD #84.53	$ 11,700.00	
Constr. AD #85-95	4,900.00	-16,600.00
BALANCE DUE FROM COUNTY		$ 313.29

MKS:pf

10,127

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATIC
FEDERAL HIGHWAY ADMINISTRATION

12-6-89

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION
C 527 2518 R 54303 C 10127
C 527 1991 R 54304
R 54305

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

PAID BY

ADDRESS
Capitol Building
Salem, Oregon 97310

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD
FROM 12/22/83
TO 09/22/89

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
RS-A549(3)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$7,278.53	$7,278.53	.8815%	$6,416.02	$6,416.02	-0-
$30,983.95	$29,599.40	.8815%	$26,091.87	$26,091.87	-0-
$38,262.48	$36,877.93	.8815%	$32,507.89	$32,507.89	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	12/06/89	Assistant Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-76)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Pleem Creek (Bethel Road) Bridge County Road Polk County					
	Right of Way Type Code ROW					
	Right of Way		All Required		$ 7,278.53	
	Preliminary Engineering Type Code PE State		All Required		29,599.40	
	Total Participating Project Cost				$ 36,877.93	
	Non Participating Project Cost Preliminary Engineering		All Required		$1,384.55	
	Total Project Cost				$ 38,262.48	

AMOUNT CARRIED FORWARD .....

PLUM CRK(BETH RD)BR SEC	CONT NO		FA PROJ NOS RS		A549003 100					STATE
	527	2518	296	00	N 9	799.33CR		3,115.29CR		3,115.29CR
	527	2518	298	00	N 9	799.33		3,115.29		3,115.29
	527	2518	407	00	P 1	8.78CR		1,967.63		1,967.63
	527	2518	412	00	P 1	28.12		485.93		485.93
	527	2518	414	00	P 1	124.72		758.98		758.98
	527	2518	430	00	P 1	2.83		439.11		439.11
	527	2518	930	00	P 1	21.16		50.48		50.48
			TOT	P1		168.05		3,702.13		3,702.13
			** JOB TOTALS **			168.05	**	3,702.13	**	3,702.13 **
NESTUCCA RV(WOODS)BR SEC	CONT NO		FA PROJ NOS BRS		A729002 100					STATE
	529	2513	296	00	N 9	830.96CR		830.96CR		830.96CR
	529	2513	297	00	N 9	360.00		360.00		360.00
	529	2513	298	00	N 9	470.96		470.96		470.96
	529	2513	407	00	P 1	9.07		113.33		113.33
	529	2513	412	00	P 1	471.31		471.31		471.31
	529	2513	414	00	P 1	79.75		114.19		114.19
	529	2513	930	00	P 1	14.31		14.31		14.31
			TOT	P1		574.44		713.14		713.14
			** JOB TOTALS **			574.44	**	713.14	**	713.14 **
GLENCOE RD-W UNION RD	CONT NO		FA PROJ NOS RS		A635002 100					STATE
	534	2530	296	00	N 9			1,941.01CR		119,813.05CR
	534	2530	297	00	N 9			120.01		8,739.92
	534	2530	298	00	N 9			1,821.00		111,073.13
	534	2530	401	00	P 1					1,115.00
	534	2530	407	00	P 1	4.58CR		1,049.03		8,777.31
	534	2530	412	00	P 1					321.17
	534	2530	414	00	P 1					1,443.29
	534	2530	415	00	P 1					449.63
	534	2530	426	00	P 1	.44		5.64		5.64
	534	2530	430	00	P 1	1.43CR		316.84		505.82
	534	2530	903	00	P 1					111,453.00
	534	2530	920	00	P 1					14.94
	534	2530	930	00	P 1					768.03
	534	2530	950	00	P 1	3.10CR		685.86		1,142.18
	534	2530	960	00	N 1					114.08
			TOT	P1		8.67CR		2,057.37		125,496.01
			TOT	N1						114.08
			** JOB TOTALS **			8.67CR	**	2,057.37	**	126,110.09 **
MCFAY CR&OVERFLOW BR	CONT NO		FA PROJ NOS BRS		A685006 100					STATE
	534	2542	296	00	N 9			57.79CR		9,369.80CR
	534	2542	297	00	N 9					1,742.03

FISCAL GRAND TOTAL

10,127

ORIGINAL 12-22-86

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
Oregon	RS-A549(4)
PROGRAM APPROVED	VOUCHER PERIOD From: 7/31/85 To: 9/18/86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
247,738.83	247,301.18 (347,352.53)	.8815	217,995.99	217,995.99	-0-

075

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 12/22/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	PLUM CREEK (BETHEL ROAD) BRIDGE SECTION COUNTY ROAD POLK COUNTY					
	Construction Type Code I000 Roadway (Sta. 18+50 to Sta. 21+59)(Sta. 22+21 to Sta. 24+00)					
	Final Contract Payment Summary	Lump Sum			$224,778.74	
SFO #1	Permanent & Temporary striping (State)	All Required			212.40	
	TOTAL PARTICIPATING CONSTRUCTION COST				**$224,991.14**	
	Construction Engineering					
	State	All Required			$ 22,310.04	
	TOTAL PARTICIPATING PROJECT COST				**$247,301.18**	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 143.37	
	Construction Engineering				294.28	
	TOTAL NON PARTICIPATING PROJECT COST				**$ 437.65**	
	TOTAL PROJECT COST				**$247,738.83**	

Prepared based on Participating Cost as shown on the Federal Billing as of 12/12/86.

AMOUNT CARRIED FORWARD

10/12/7

Oregon Department of Transportation

AERONAUTICS
HIGHWAY
MOTOR VEHICLES
PARKS & RECREATION
PUBLIC TRANSIT

JOURNAL ENTRY

AGENCY	TC	BATCH DATE MM DD YY	BATCH SEQUENCE NUMBER
02			

BI FM YY MM	DOC NUMBER	DOC DATE MM DD YY	ENCUMB NUMBER	FHWA - OVRD

	UNIT	EXP/ACCOUNT	SUB JOB	AGR. SUF. (AT)	ACT	OBJ	SOURCE	AGY. SRC (AS)	AMOUNT	REV. (R)	QUANTITY	SFO
01	0610	C527-1991	012		927	598			1671.64			
02			000		903	/			1671.64	R		
03			012		927				3235.89			
04			000		927				3235.89	R		
05			012		929				730.62			
06			000		921				730.62	R		
07	0610	C10127	020		900	598			198.47			12-22-86
08	11	11	010		900	11			198.47	R		
09												
10												
11												
12												
13												
14												

REASON FOR REQUEST

UNDER ORS 366.155 K the State Will Provide A FREE BRIDGE DESIGN, Plans and Specifications at No Cost to the County

TOTAL 11,673.24

PREPARED BY

APPROVED BY

Michael K. Stuart

jc cc: OSHD (Rulien) 10127 STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Polk	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
SEP 10 '86	C. O. Fredrickson, Construction Engineer	RS-A549(4)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
December 18, 1985	April 24, 1986	100 %	100 CD

LOCATION
Plum Creek (Bethel Road) Bridge Section of FAS A549 (Bethel Road) in McCoy which is approximately 8 miles north of Rickreall.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construct Bridge No. 10097A.
   Length: 62.0 ft. Width: 31.4 ft.

   B. Construct roadbed grading, aggregate base and asphalt concrete pavement.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Columbia Pacific Construction

3. Contract Amount: $224,778.74

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

RECEIVED
STATE HWY ENGR
SEP 18 '86
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9/19

SIGNATURE (SHD Official) C. O. Fredrickson

TITLE Constr. Engr.

NOTED
V. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE William A. Kappus		SIGNATURE G. K. Hausner	
TITLE Area Engineer	DATE 9/17/86	TITLE District Engineer A	DATE 9/18/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

10,127

May 5, 1986

CON 5 - #10,127

Fidelity and Deposit Company of Maryland
P.O. Box 489
Portland, OR 97207

Contract No. 10,127 awarded to Columbia Pacific Construction Co. for work on the Plum Creek (Bethel Road) Bridge Section of FAS A549 in Polk County was completed on February 18, 1986, and accepted by the State Highway Division on April 24, 1986.

Final payment in the amount of $5,485.48 will be released to the contractor after May 12, 1986. The total contract amount is $224,778.74 including $2,712.01 performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Columbia Pacific Construction Co.
P.O. Box 907
Lake Oswego, OR 97034

Fidelity & Deposit Co. of Maryland
P.O. Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Bill Anhorn

10,127

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10127

TO: Robert Gormsen
Manager, Commission Services

DATE: April 24, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract:	10127
On Site Work Substantially Completed:	December 18, 1985
All Work Completed:	February 18, 1986
Project:	Plum Creek (Bethel Road) Bridge
Highway:	FAS A549 (Bethel Road)
County:	Polk
Type of Work:	Grading, Paving and Structure
Contractor:	Columbia Pacific Construction

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

5-5-86 - Surety letter written.

RECEIVED
APR 30 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Plum Creek Bridge (Bethel Road)	WEEK ENDING: Feb. 1, 1986
		SECTION PREFIX: C10127
	HIGHWAY: FAS A549(Bethel Rd.)	COUNTY: Polk
NAME OF JOB: Plum Cr. Br. (Bethel Rd.)	KIND OF WORK: Grading, paving, structure	
CONTRACTOR: Columbia Pacific Const.	CONTRACT NUMBER: 10127	FEDERAL AID PROJECT NUMBER: RS A549 (4)
DATE OF CONTRACT: August 30, 1985	DATE WORK STARTED: Sept. 10, 1985	ESTIMATED COMPLETION DATE: Nov. 30, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 2	SPECIFIED WORK DAYS: 100	WORK DAYS USED: 98
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 98
PROJECT AUTHORIZATION: $ 254,560.64	ENGINEERING AUTHORIZATION $ 20,185.43	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 234,375.21	ENGINEERING COST TO DATE $ 20,185.43	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 234,375.21		DATE PROJECT WAS COMPLETED: 12-18-85
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 100 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	90	90	90	100	00	00	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.0	0.0	0.0	0.0	0.0
MILES PARTIALLY COMPLETED	0.0	0.0	0.0	0.0	0.0
MILES COMPLETED	1900 tn	2800 tn	0.0	0.0	600 tn
TOTAL ESTIMATED QUANTITIES (CONTRACT)	0cy	0tn	0tn	0tn	0sy
TOTAL QUANTITIES CORRECTED TO DATE	1900 tn	2832tn	0tn	0tn	707tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	0cy	0tn	0	0tn	0
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	0000	0000	0000	0000	0000	0000		
PERCENT	00	00	00	00	00	00		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
26 SUNDAY	******	0		
27 MONDAY	Cloudy	0		
28 TUESDAY	Cloudy	0		
29 WEDNESDAY	Showers	0		
30 THURSDAY	Showers	0		
31 FRIDAY	Showers	0		
01 SATURDAY	******	0		

CONTR. NO: 101 GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK DATE: Feb. 1, 1986

SUNDAY 26	No activity.
27 MONDAY	No activity.
TUESDAY 28	No activity.
29 WEDNESDAY	No activity.
30 THURSDAY	No activity.
FRIDAY 31	No activity.
SATURDAY 1	No activity.

REMARKS

STATUS: All contract work complete. Second Notification - December 18, 1985. Last Report.

ANTICIPATE: Final Inspection. Semi-Final data submitted to Region Friday, January 30, 1986.

SIGNED _____ LOCATION SALEM

HARVEY O. NELSON, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

10-65

STATE COPY

TO BE COMPLETED BY FHWA		STATE
10-65	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 10-65	Oregon
		COUNTY Polk
		PROJECT NO. RS-A549(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Plum Creek (Bethel Road) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7/31/85	0.012
OTHER *(Specify)*		

FUNDS Pro-rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 254,560.00	$ 224,393.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XX For: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 8 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Glen Gill

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 4, 1985

Federal Aid Project No. RS-A549(4)

Plum Creek (Bethel Road) Bridge Section
County Road
Polk County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 18+50 to Sta. 21+59)(Sta. 22+21 to Sta. 24+00)

Embankment in Place	Cu. Yd.	1,703	7.50	$ 12,772.50
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	1,000.00
Watering	M-Gal.	60	11.00	660.00
1"-0 Aggregate Base	Ton	2,800	8.00	22,400.00
Class "B" or "C" Asphalt Concrete	Ton	600	41.00	24,600.00
12-inch Culvert Pipe	Lin. Ft.	74	21.00	1,554.00
Extra for Asphalt Approaches	Each	7	250.00	1,750.00
Delineators, Type 2	Each	6	22.00	132.00
Delineators, Type 4	Each	2	14.00	28.00
				$ 64,896.50

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required		1,750.00
Temporary Pavement Striping	All Required		875.00
Remove Pavement Striping, Existing & Temporary	All Required		550.00
Temporary Erosion Control	All Required		4,000.00
Roadside Seeding & Mulching	All Required		500.00
Remove & Reinstall Signs	All Required		1,000.00
			$ 8,675.00
	Subtotal		$ 73,571.50
	Engineering		9,932.50
	Total		$ 83,504.00

TYPE CODE X080
Structure (Br. #10097A)(Sta. 21+59 to Sta. 22+21)

Mobilization	Lump Sum	All	Lump Sum	$ 17,668.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	500.00
Temporary Signs	Sq. Ft.	316	5.00	1,580.00
Temporary Barricades	Each	4	25.00	100.00
Temporary Guardrail, Type 2A, Reflectorized	Lin. Ft.	350	9.00	3,150.00

Temporary Concrete Barriers	Lin. Ft.	75	11.00	825.00
Temporary Plastic Safety Markers	Each	16	55.00	880.00
Temporary Delineators	Each	10	17.00	170.00
Flaggers	Hour	150	16.00	2,400.00
Detour Removal Excavation	Cu. Yd.	2,278	5.50	12,529.00
Embankment in Place	Cu. Yd.	204	7.50	1,530.00
Stone Embankment	Cu. Yd.	1,968	7.50	14,760.00
Guardrail, Type 2A	Lin. Ft.	150	24.00	3,600.00
Guardrail, Type 3	Lin. Ft.	100	35.00	3,500.00
Guardrail Anchors, Type 1	Each	4	380.00	1,520.00
Rail End Pieces, Type C	Each	4	90.00	360.00
Loose Riprap, Class 50	Cu. Yd.	100	19.00	1,900.00
Bridge Removal Work	Lump Sum	All	Lump Sum	16,000.00
Structure Excavation	Cu. Yd.	43	9.00	387.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	4,000.00
Furnish Concrete on Steel Pipe Piling	Lin. Ft.	360	15.00	5,400.00
Drive Concrete on Steel Pipe Piling	Lin. Ft.	360	1.00	360.00
Structural Concrete, Class 3300	Lump Sum	All	Lump Sum	2,500.00
Reinforcement	Lump Sum	All	Lump Sum	1,600.00
4' x 60'/65' Prestressed Slabs	Each	8	4,800.00	38,400.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	143	50.00	7,150.00
Metal Rail with Tubing	Lin. Ft.	138	49.00	6,762.00
				$ 149,531.00

ANTICIPATED ITEMS

EEO/Labor Compliance Monitoring (0.5%)	All Required	$ 1,180.00
		1,180.00
	Subtotal	$ 150,711.00
	Engineering	20,345.00
	Total	$ 171,056.00

Length of Roadway ---------- 0.092 mile
Length of Structrure ---------- 0.012 mile
TOTAL 0.104 mile

Cost of Roadway Per Mile ---------- $907,652.17

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 83,504.00	$ 73,608.00	$ 4,948.00	$ 4,945.00
Structure	171,056.00	150,785.00	10,135.00	10,136.00
TOTAL	$254,560.00	$224,393.00	$15,083.00	$15,084.00

Group 010: 0%; Group 011: 100%
Contract No. 10,127
Prefix: C527-1991 P.E.
C10127

Appn Code: 075

CPL:me

10,127

N

September 13, 1985

CON 5

Columbia Pacific Construction Co.
P. O. Box 907
Lake Oswego, OR 97034

#10,127

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 10,127 for work on the Plum Creek (Bethel Road) Bridge Section on FAS A549 (Bethel Road) in Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Enclosure

cc: Fidelity and Deposit Company of Maryland
500 N. E. Multnomah, Suite 1201
Portland, OR 97232

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Arvey Nelson

COLUMBIA PACIFIC
CONSTRUCTION CO.
P.O. BOX 907
LAKE OSWEGO, OR 97034
(503) 635-3774

August 27, 1985

Office of Commission Services
Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

Gentlemen:

We will be subcontracting with TPT Services, Inc. and Arrow Brothers Corp. for the Plum Creek Bridge project. Listed below are the item amounts.

DBE's

TPT Services, Inc.		
3. Temp signs	316 sf	$2528.00
4. Temp Barricades	4 ea	200.00
5. Temp Guard Rail	350 lf	2450.00
6. Temp Barriers	75 lf	600.00
7. Temp Safety Markers	16 ea	448.00
		$6226.00
Arrow Brothers Corp.		
18. Guard Rail type 2A	150 lf	3300.00
19. Guard Rail type 3	100 lf	3300.00
20. Guard Rail Anchors	4 ea	1400.00
21. Rail End Pieces	4 ea	320.00
24. Delineators type 2	6 ea	126.00
25. Delineators type 4	2 ea	26.00
		$8472.00

Very truly yours,

Linda Steingraber

Linda Steingraber
Office Manager

RECEIVED
AUG 27 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

TO: FILES

DATE: September 6, 1985

FROM: E. S. Hunter
Acting State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
August 22, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened August 22, 1985 on the following projects:

1. Hubbard Road Extension
   Hubbard Road
   Clackamas County
   Earthwork and Drainage

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Gettings Creek Safety Rest Area
   Pacific Highway
   Lane County
   Sewer Construction and Plumbing

   Same as No. 1.

3. Claxter Road N.E.-Portland Road N.E.
   Verda Lane N.E. and Hyacinth Street N.E.
   Marion County
   Earthwork, Paving, Signals

   Pedestrian signals will be provided for pedestrian and bicycle traffic.

4. Pudding River Bridge
   119th Avenue
   Marion County
   Structures

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

Contains Recycled Materials

5. Tryon Avenue N.E.-Division St. N.E.
   N. Liberty-Commercial Couplet
   Marion County
   Landscaping

   Same as No. 1.

6. Senecal Creek Bridge
   Hillsboro-Silverton Highway
   Marion County
   Structures

   4- to 8-foot shoulders to be provided for bicycle traffic.

7. Five New Traffic Signals
   Portland Central Business District
   Multnomah County
   Traffic Signals

   Pedestrian signals will be provided for pedestrian traffic.

8. Marquam Bridge-N. Tigard Interchange
   Pacific Highway
   Multnomah County
   Illumination

   Same as No. 1.

9. S.E. 242nd Avenue-S.E. 257th Avenue
   Stark Street
   Multnomah County
   Grading, Paving, Walks, Signals

   Sidewalks and pedestrian signals will be provided for pedestrian traffic.

10. Plum Creek (Bethel Road) Bridge
    Bethel Road
    Polk County
    Structures

    4-foot shoulders to be provided for bicycle traffic.

11. Tualatin Valley Highway at S.W. 185th Avenue
    Tualatin Valley Highway
    Washington County
    A.C. Paving and Oiling, Walks, Signals

    Sidewalks and pedestrian signals to be provided for pedestrian traffic.

ESH:BCE:ja

cc D. G. Talbot
   L. E. George
   Bob Pool

10,127

August 26, 1985

PRO

Polk County Board of Commissioners
Attn: Richard Dalke, Dir. of Public Works
750 James Howe Road
Dallas, OR 97338

Subject: Plum Creek (Bethel Rd.) Br.
Project #RS-A549(4)
Polk County

August 22, 1985 the State Highway Division received a satisfactory bid from Columbia Pacific Construction Co., P.O. Box 907, Lake Oswego, Oregon 97034 on the subject project.

This project is a Federal-Aid Secondary project and as per our Agreement No. 8046 and our Local Government Agreement, the County is requested to deposit the balance of their share of the remaining construction cost as computed below.

Contractor's Bid	$ 214,427.50
Anticipated Items	9,855.00
Subtotal	$ 224,282.50
Contingencies (4 1/2%)	10,092.71
Engineering (~~10%~~)(9%)	20,185.43
Total Construction Cost	$ 254,560.64
Est. P.E. & R/W Cost to County	26,400.00
Less Federal Funds (88.15%)	(247,666.80)
Less 1/2 Balance State Share	(16,646.92)
Less County's Early Advance Deposit AD #84-53	(11,700.00)
County's Remaining Balance Due	$ 4,946.92
ADVANCE DEPOSIT ROUNDED	$ 4,900.00

We will award the contract when we receive Commission approval and DBE/WBE Goals are met. Please submit your supplemental deposit of $4,900 by September 13, 1985. You may use one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

CK RECEIVED 9-9-85 MKS

MKS:bkb
Attachments
bcc w/AD #85-95: Rick Sjolander - Region 2
V.E. Skoog - Please return completed AD #85-95 when advance deposit is received.

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: RS-A549(4)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40108

2A. COUNTY NAME: Polk

6. TO:

Mr. E. S. Hunter
Acting State Highway Engineer
State of Oregon
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
AUG - 8 '85
REFER TO
Potter
Info
Invest
R/D

Aug 8/8

7. DATE AUTHORIZATION EFFECTIVE: July 31, 1985

8. FEDERAL ROUTE NUMBER: Secondary A549

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Plum Creek

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 7-29-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $280,000; Federal Funds $246,820 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 7-25-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is conditioned to reimbursement of Federal Funds based on the appropriate share of insurance claim payment.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/6/85	R. K. Hunter	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,127

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

7-17-85

Highway # 527

County Polk

Attention: Right-of-way Section

Subject: Federal Aid Project No. RS-A549(3) Prefix 527-1991

Project Name Plum Creek (Bethel Rd.) Br.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

see R/W agreement # 8046

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Dallas, Oregon, this 17th day of July, 1985

County of Polk

Certified By:

Regional Right-of-Way Supervisor

Date 7-24-85

Dani L Magill
County Judge/Chairman

Guy Hammon
Commissioner

Robert C Landon
Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/81

10,127

7-10-85

Section Plum Creek (Bethel Rd.) Bridge Programming Estimate $ 172,000

Highway FAS A549 (Bethel Rd) Project Length 0.10 Mile

County Polk Completion Time

Kind of Work Grading, Paving & Structure Comp. Date NOT LATER THAN November 30, 1985

Prefix C.527-1991- Letting Date August 22, 1985 Project No. RS-A549(4)

Revised 7.06 km
7-10-85 ch

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 236,199 50

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1750-	
Temporary Pavement Striping	875-	
Remove Pavement Striping (Exist. & Temp.)	550-	
Temporary Erosion Control	4,000-	
State Furnished		
Roadside Seeding & Mulching	500-	
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Remove & Reinstall Signs	1,000 00	
EEO/Labor Compliance Monitoring (a 5% of Contract)	1180 00	
Adjust Utilities:		
		$ 9,855 00

Subtotal	$ 246,054 50
Contingencies (4-1/2%)	11,072 45
Engineering (8 (9) 10%)	22,144 90
Subtotal	$ 279,271 85
Credit for	—
Estimated Net Authorization, Construction	$ 279,271 85

APPROVED

Road Design Engineer

Rev. 11/81

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	REFERENCE NAME/PHONE	COUNTY	SHEET
Plum Creek (Bethel Rd.) Bridge Sec.		Polk	1 OF 3

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Grading, Paving, Structure		0.10 Mi.	7-8-85	LEROY CHURCHILL

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 7-9-85 DS THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 8-22-85					
	Mobilization		All	All	-	17,000
	Temporary Protection and Direction of Traffic		All	All		7,000-
	Temporary Signs		Sq.Ft.	316	6-	1,896-
	Temporary Barricades		Each	4	70-	280-
	Temporary Guard Rail, Type 2A, Reflecterized		Lin.Ft.	350	7-	2,450-
	Temporary Concrete Barriers		Lin.Ft.	75	16-	1,200-
	Temporary Plastic Safety Markers		Each	16	50-	800-
	Temporary Delineators		Each	10	18-	180-
	Flaggers		Hour	150	15	2250
	ROADWORK					
	Detour Removal Excavation		Cu.yd.	2278	5	11390
	Embankment in Place		Cu.yd.	1,907	9	17163
	Stone Embankment		Cu.yd.	1,968	10	19680
	~~French Excavation~~		Cu.yd.	No		
	Finishing Roadbed and Slopes		All	All	-	2,000

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	REFERENCE NAME/PHONE	COUNTY	SHEET
Plum Creek (Bethel Rd.) Bridge		Polk	2 OF 3

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Grading, Paving and Structure		0.10 Mi.	7-8-85	LEROY Churchill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	1"-0 Aggregate Base		Ton	2,800	11	30,800
	Class B or C Asphalt Concrete		Ton	600	40	24,000
	12-inch Culvert Pipe		Lin.Ft.	74	30	2,220
	Guard Rail, Type 2A		Lin.Ft.	150	17	2,550
	Guard Rail, Type 3		Lin.Ft.	100	30	3,000
	Guard Rail Anchors, Type 1		Each	4	350	1 400
	Rail End Pieces, Type C		Each	4	85	340
	Extra for Asphalt Approaches		Each	7	175	1225
	Grease Riprap, Class 50		Cu.yd.	100	20	2000
	Delineators, Type 2		Each	6	25	150
	Delineators, Type 4		Each	2	15	30

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	REFERENCE NAME/PHONE	COUNTY	SHEET
Plum Creek (Bethel Rd.) Bridge		Polk	3 OF 3

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Grading, Paving and Structure		0.10 Mi	7-8-85	Leroy Churchill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	STRUCTURE					
	Bridge Removal Work		All	All		6,250-
	Structure Excavation		Cu.yd.	43	11-	473-
	Furnish Pile Driving Equipment		All	All		17,000-
	Furnish Concrete or Steel Pipe Piling		Lin.Ft.	360	14-	5,040-
	Drive Concrete or Steel Pipe Piling		Lin.Ft.	360	2-	720-
	Structural Concrete, Class 3300		All	All		3,525-
	Reinforcement		All	All		1,102 50
	4' x 60'/65' Prestressed Slabs		Each	8	4,720-	37,760-
	Reinforced Concrete Bridge End Panels		Sq.yd.	143	55-	7,865-
	Two Tube Metal Railing		Lin.Ft.	120	38-	4,560-
						236,199 50

10,127

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

PRO

Date: July 9, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40108
Project No. RS-A549(4)
Plum Creek (Bethel Rd.) Bridge Sec.
County Road
Polk County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on August 22, 1985.

Copy of Clearinghouse reviews were previously forwarded.

GAP:DRH:jc

Attachments

cc: W. G. Anhorn (Region 2)
Michael Shultz, w/att.
General Files

Form 734-3122

4

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

July 9, 1985

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
2		Co. Rd., 0.2 mi. W. of SR 99W	ADT	80 DHV 640	---	---	10	Oregon	41	075	40108

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	F/A ROUTE NO.	SUPV AREA	DA CLASIF.	DA AREA	ENERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST NO.	DESIG.
3	Structure								RS-	A549(4)			

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
4	Rural Secondary	Polk	053	1 OR 2

NAME OF URBAN AREA: ---

ROUTE NO. S | FEDERAL-AID: A549UC | STATE: Co. Rd. | U.S.: ---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
5					PE								
5					ROW								
5					CONST (CODE) X080	(09)	"Plum Creek (Bethel Rd.) Bridge Sec."	0.012	270,000	238,000	16,000	16,000	
								0.012	270,000	238,000	16,000	16,000	

CARD 1 | CODE 1 | PREPARED BY: DRH | PROJECT TOTALS

CARD 1 | 14 | PROGRAM APPROVAL DATES: October 1, 1983

REMARKS

Additional Data: Item No. 40108,
Project No. RS-A549(3).

Key #01938

-over-

USCOMM BUSCOM-DC 48805-P61

Plum Creek (Bethel Rd.) Bridge Sec.

Remarks continued:

Project Data: Work under this project consists of 1) construct reinforced concrete slab span bridge (No. 10097A) length 62 ft., roadway width 31 ft.; 2) construct detour and remove; 3) remove existing structure; 4) construct approaches requiring grade, drain and high-type pave to provide two 12 ft. travel lanes with 4 ft. paved shoulders; 5) adjust utilities as required; and 6) incidentals common to this type of project.

Maintenance and Accommodations of Utilities: A State-County Agreement No. 8046 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed January 25, 1984.

Note: 1) This project is in Congressional District No. 1.

2) Included in the 6 Yr. HIP on Page 113 and included in FY '85 Status Report.

10,127

STATE OF OREGON

INTEROFFICE MEMO

TO: William Anhorn
Region Engineer

DATE: July 2, 1985 DES 23
10097A

FROM: ORIGINAL SIGNED
K. A. KAMADOLI
Kamal A. Kamadoli
Principal Structural Design Engineer

SUBJECT: Plum Creek Bridge
Plum Creek Bridge Section
Bethel County Road
Polk County
BR 10097A

Attached are two reduced prints of Drawings 40886 through 40888, which are the advance detail drawings for this structure.

Our present estimate of costs for the proposed contract is as follows:

Roadwork	$ 131,330
Structure(s)	92,670
Engineering & Contingencies	44,800
TOTAL	$ 268,800

It is planned to call for bids on this section on August 22, 1985.

Please make a field review and return one set by July 11, 1985 with your comments and corrections noted.

MAM:cma

Attachments

cc: Ralph Blanchard, Polk County, /w/ 2 sets
H. A. Schell, FHWA, /w/ 2 sets
Specs Unit /w/ 1 set plus estimate sheet (unchecked) and designer's notes (Free County Design)
Construction /w/ 1 set
Utility Unit /w/ 1 set
Program Section
Road Design /w/ 1 set
Arvey Nelson /w/ 1 set

PROGRAM SECTION
MANAGER BR RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUL 03 1985
REFER TO Local Programs
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: July 1, 1985

In Reply Refer to
File No.:

TO: U. S. Corps of Engineers
U. S. Fish and Wildlife Service
U. S. National Marine Fisheries Service
U. S. Environmental Protection Agency
U. S. Coast Guard
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

FROM: Bob Pool, P.E., P.L.S.
Location Engineer

SUBJECT: Regional Permit for Fills in Waters of the United States

Section: Plum Creek Bridge
Highway: Bethel Road
County: Polk

This letter, with the enclosed material, serves as the advanced notice required under Operating Procedure of the Department of the Army Permit referred to in the Regional Permit, Application No. 071-0YA-2-005214, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403) and Section 404 of the Clean Water Act (33 U.S.C. 1344).

This project was circulated before (on October 25, 1983) but because of the length of time that has gone by, we thought that it should be circulated again.

The project includes the replacement of a deteriorated bridge, construction of a detour and removal of the detour when the new bridge is put into service. The detour will require approximately 1,968 cubic yards of clean stone material that will be removed when no longer needed. Approximately 200 cubic yards of riprap will be placed on the slopes under the new bridge for erosion control.

If additional information is needed, please contact Donald E. Keyes, Location Unit, 211 Transportation Building, Salem, OR 97310, telephone 378-6265.

Enclosures

cc D. E. Wilken
J. R. Marks
W. J. Hart
C. M. Gilmour
D. E. Keyes w/att

RECEIVED
JUL 1 1985
ROAD DESIGN SECTION

Form 734-3122

6-89

10,127

...ENT SYSTEM - EXPENDITURES & LEDGERS JUNE 1985 PAGE 1131

...PTION PREFIX FUNCTION SUB F. GR CURRENT MONTH FISCAL YEAR TO DATE GRAND TOTAL TO DATE

527 1992 905 00 P 1 161.85 3,622.45 3,622.45
527 1992 906 00 P 1 79.70 79.70

...PLE RE 3 MP 4, 31/PETERSON CONT NO FA PROJ NOS RS A54100I 100 STATE

527	1992	296	00	N	9	1.06CR	19,119.22CR	19,119.22CR	
527	1992	298	00	N	9	1.06	19,119.22	19,119.22	
527	1992	901	00	P	1	19.03CR	5,659.15	5,659.15	
			**	JOB	TOTALS **	3,065.14 **	20,724.10 **	24,888.41 **	
					T0T	P1	26.32	26.32	
					T0T	N1			
527	1991	950	00	P	1	24CR	53.94	53.94	
527	1991	937	00	P	1	137.97	4689.05	6927.98	
527	1991	933	00	P	1	43CR	94.14	94.14	
527	1991	927	00	P	1	1,659.42	2,216.00	2,216.00	
527	1991	926	00	P	1	202.56	2,408.39	3,288.67	
527	1991	923	00	P	1	53CR	115.98	115.98	
527	1991	922	00	P	1	11CR	24.45	24.45	
527	1991	920	00	P	1	09CR	20.05	112.82	
527	1991	918	00	P	1	1.72CR	389.44	392.74	
527	1991	913	00	P	1	.73CR	161.07	161.07	
527	1991	909	00	P	1	11.74	2,007.78	2,007.78	
527	1991	906	00	P	1		9.00	9.00	
527	1991	905	00	P	1	579.91	6,002.69	6,002.69	
527	1991	901	00	N	1		26.32	25.32	
527	1991	901	00	P	1	27.61CR	6,705.80	9,134.78	
527	1991	298	00	N	9	663.20	16,131.75	19,214.01	
527	1991	297	00	N	9	137.98	2,325.97	2,325.97	
527	1991	296	00	N	9	801.18CR	18,452.72CR	21,539.98CR	

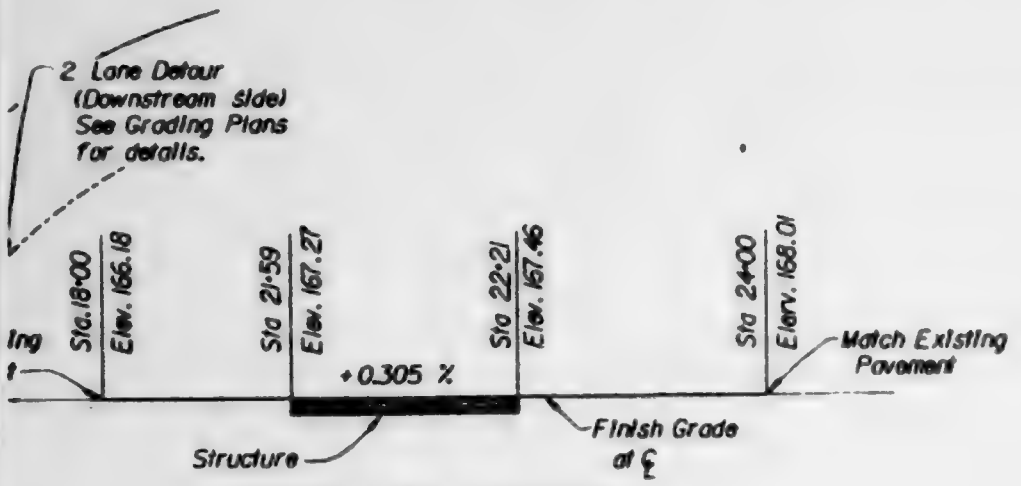
...P LUM CREEK(EETHEL RD) BR CONT NO FA PROJ NOS RS A54900I 100 STATE

527	1988	298	00	N	9			20,204.49	
527	1988	901	00	P	1			4,752.03	
527	1988	905	00	P	1			4,418.35	
527	1988	907	00	P	1			2.40	
527	1988	918	00	P	1			12.90	
527	1988	920	00	P	1			266.36	
527	1988	921	00	P	1			1,769.05	
527	1988	922	00	P	1			32.58	
527	1988	926	00	P	1			4,413.93	
527	1988	927	00	P	1			5,605.60	
527	1988	932	00	P	1			48.32	
527	1988	933	00	P	1			29.73	
527	1988	937	00	P	1			1,562.32	
					T0T	P1		22,920.58	
			**	JOB	TOTALS **	**	**	22,920.58	**

10,127

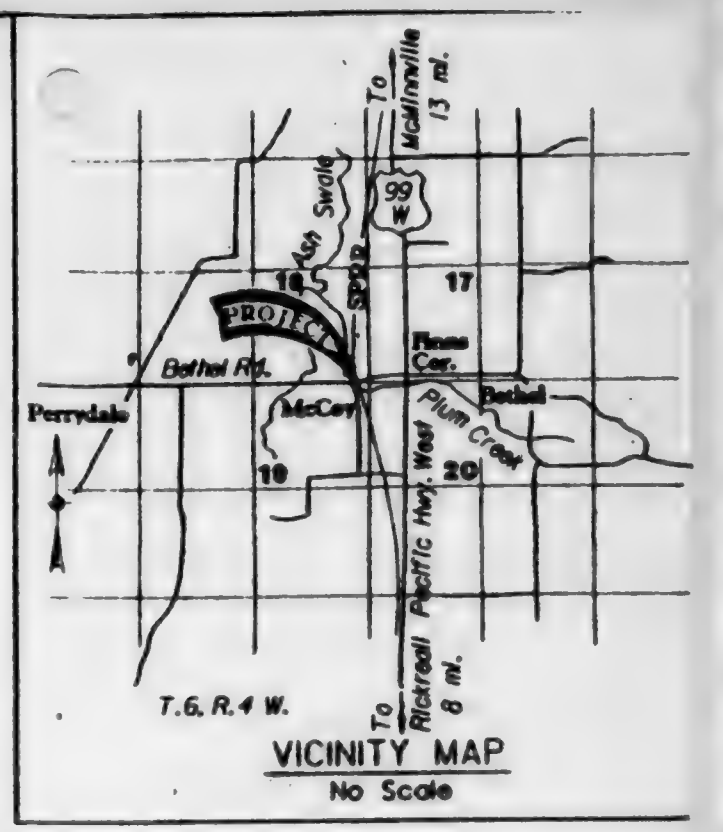
HYDRAULIC DATA 6-20-85

		DESIGN FLOOD	BASE FLOOD	MAX. PROBABLE FLOOD
DISCHARGE	CFS	600	840	1200
FREQUENCY	YRS.	25	100	500
H.W. ELEVATION NAT. CHANNEL	FT.	159.7	160.9	162.1



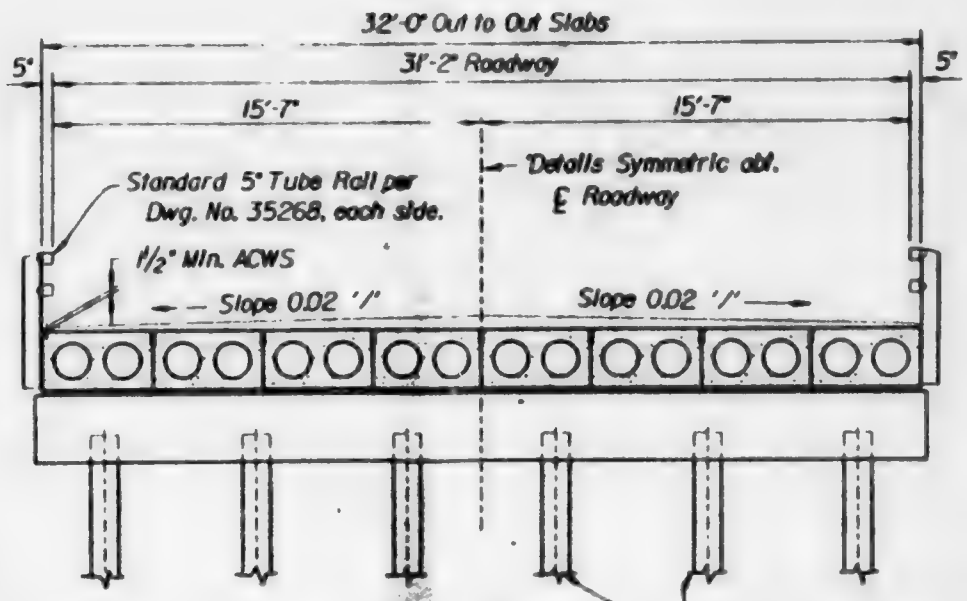
GRADE LINE DIAGRAM

No Scale



VICINITY MAP

No Scale



TYPICAL SECTION

Scale: 1/4" = 1'-0"

APPROVED 6/20/85
DATE

COUNTY ~~ENGINEER~~
ROADMASTER

RECEIVED
JUL - 1 1985
BRIDGE SECTION

DATE	REVISION	BY

APPROVED:
BRIDGE ENGINEER
ASSISTANT STATE HIGHWAY ENGINEER

DESIGNED
M. C. Young
DRAWN
CHECKED
REVIEWED
REVIEWED

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

PLUM CREEK BRIDGE
PLUM CREEK BRIDGE SECTION
BETHEL ROAD POLK COUNTY

PRELIMINARY PLAN AND ELEVATION

ACCOMPANIED BY DWG.

DATE May 1985 CALC.BOOK 2077 SHEET 1 OF
BRIDGE NO. 10097 A DRAWING NO. 40737

10,127

STATE OF OREGON

INTEROFFICE MEMO

TO: William Anhorn
Region 2 Engineer

ORIGINAL SIGNED
K. A. KAMADOLI

DATE: June 4, 1985

DES 23
10097A

ATTN: Richard Sjolander
Region Fed. Aid Engr.

FROM: Kamal A. Kamadoli
Principal Structural Design Engineer

SUBJECT: Plum Creek Bridge #10097A
Plum Creek Bridge Section
Bethel Road Polk County

Attached are four reduced prints of Drawings 40737 and 40069 which are the preliminary plan and elevation and vicinity map for this structure.

Note that concrete bridge approach panels been included in this project.

Our present estimate of costs for the proposed contract is:

Roadwork	$ 131,330
Structures	96,200
Engineering and Contingencies	45,500
TOTAL	$ 273,030

Polk County originally requested a pipe culvert as a bridge replacement at this location. However, preliminary foundation studies indicate excessive fill settlement due to underlying clay material. We feel a spill through span bridge on piling is a better solution than a pipe culvert for this section.

Please use these prints to obtain the approval of Polk County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project on September 19, 1985.

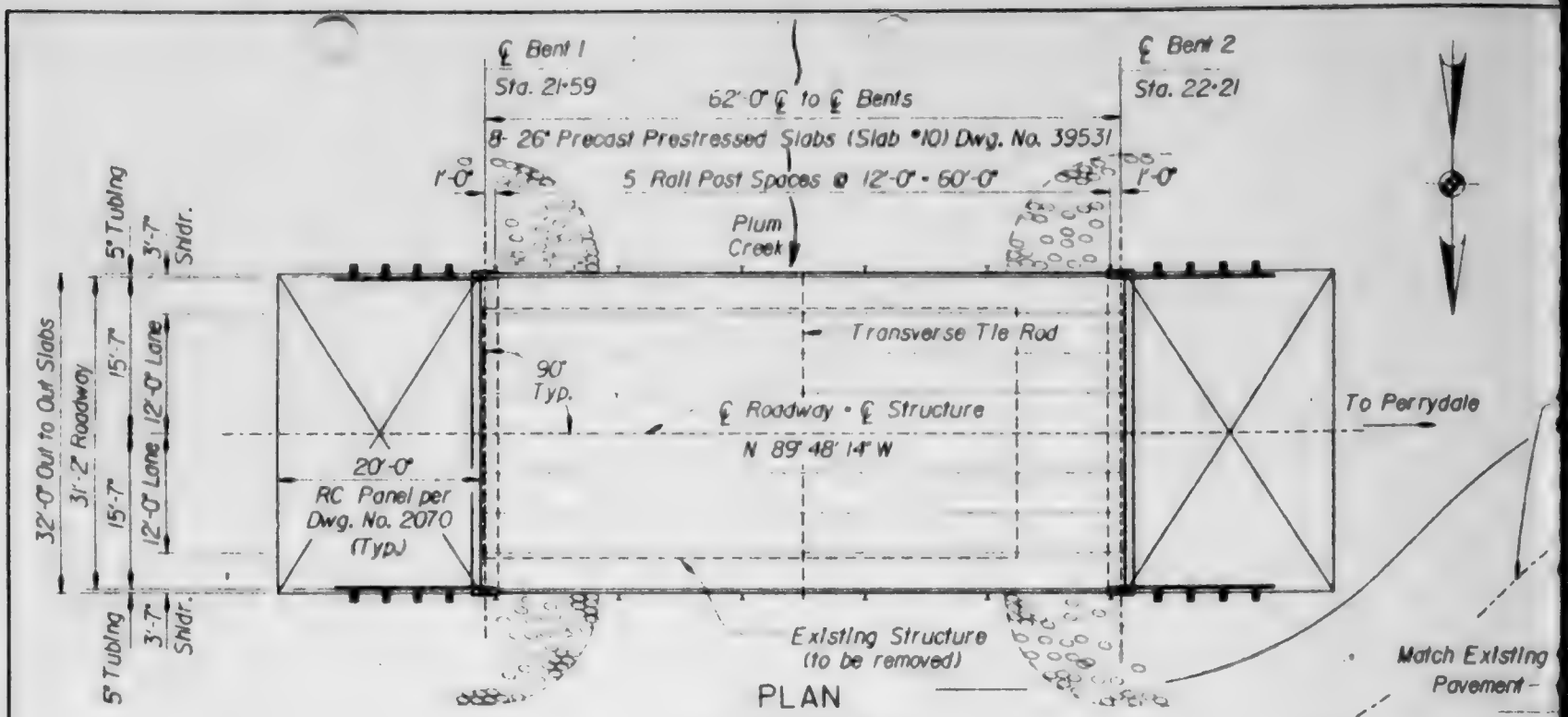
MAM:krm

Attachments

cc: H. A. Schell, FHWA /w/ 1 set and 2 Foundation Reports
Road Design /w/ 1 set
Program Section /w/ 1 set
Environment (M. Banks) /w/ 1 set

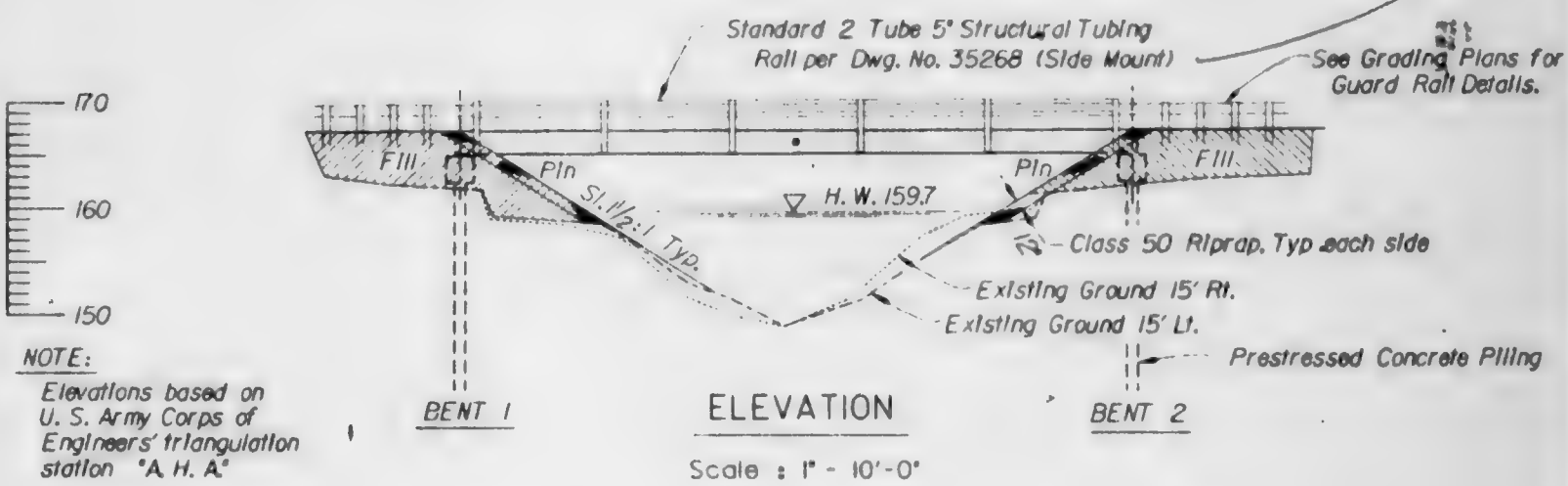
PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 5 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387



PLAN

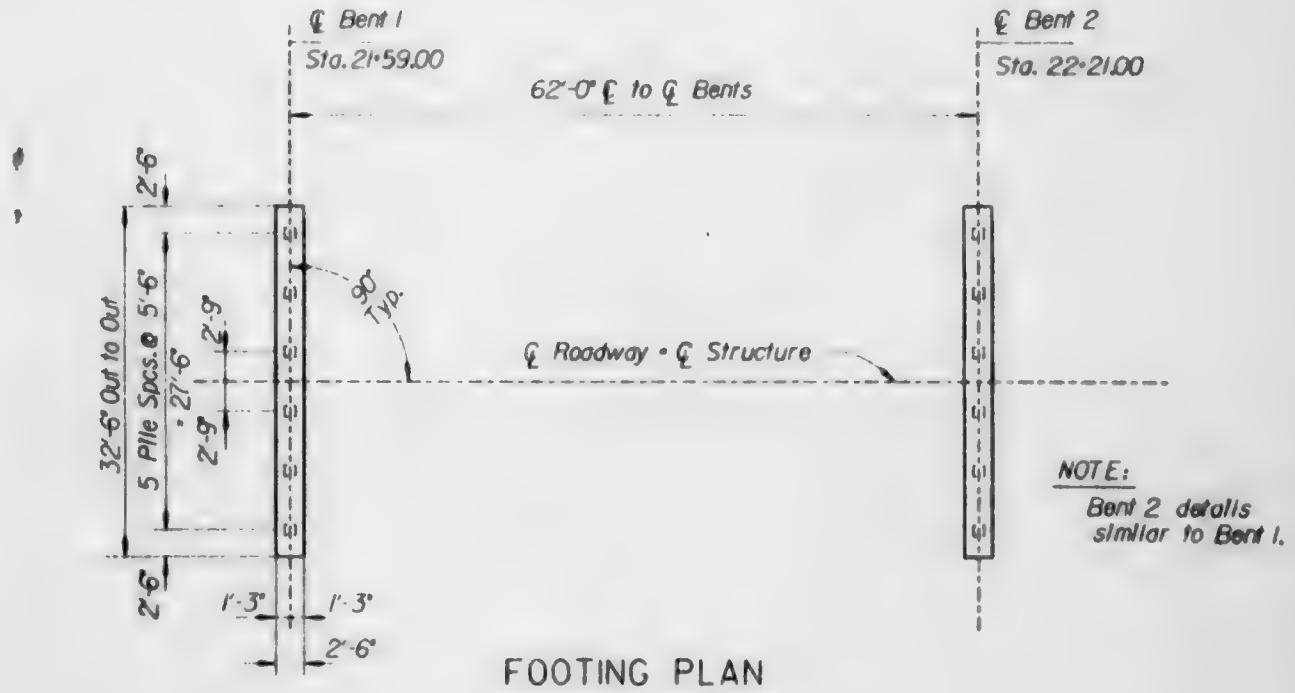
Scale : 1" = 10'-0"



NOTE:
Elevations based on U. S. Army Corps of Engineers' triangulation station "A. H. A."

ELEVATION

Scale : 1" = 10'-0"



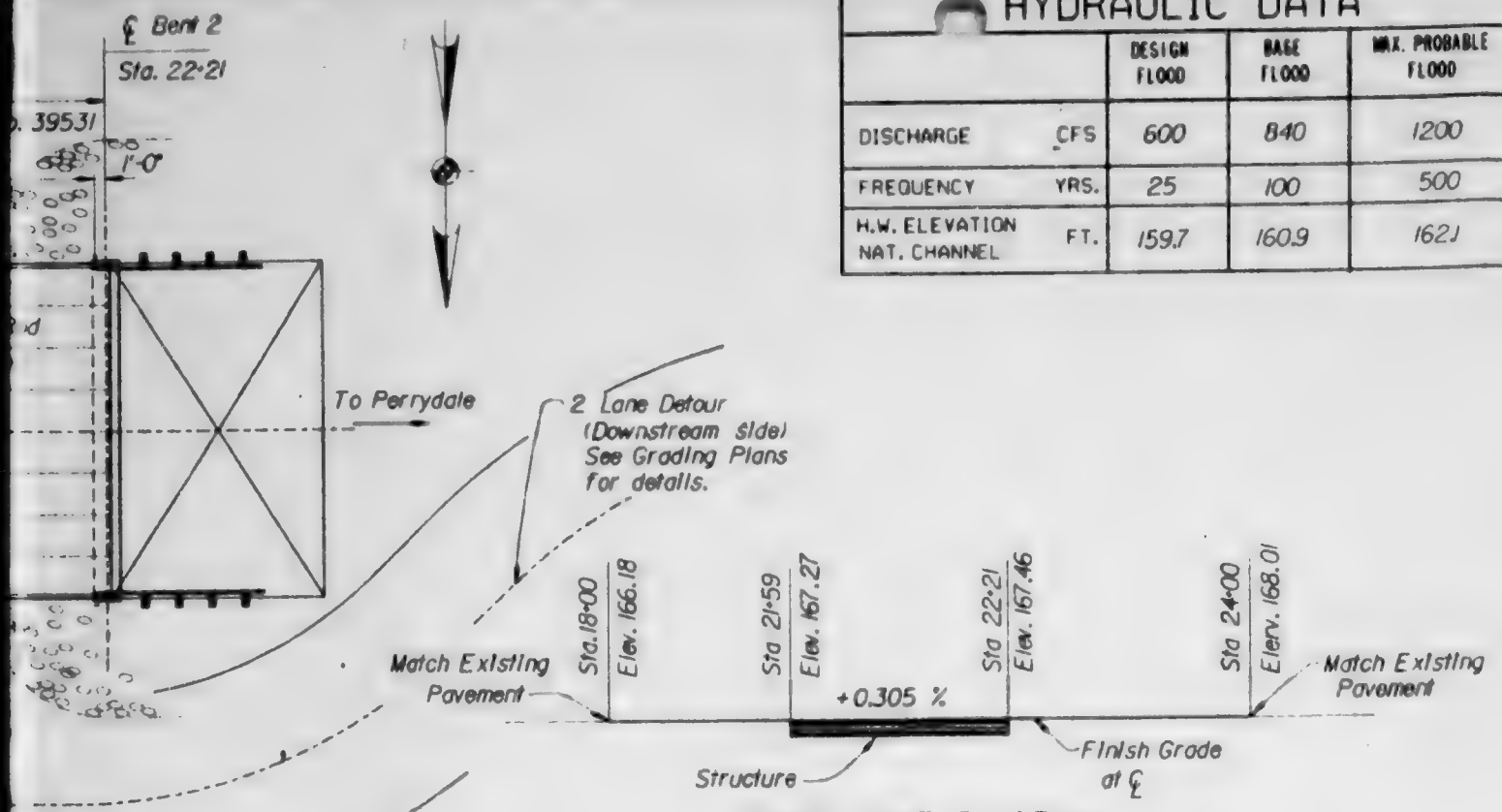
NOTE:
Bent 2 details similar to Bent 1.

FOOTING PLAN

Scale : 1" = 10'-0"

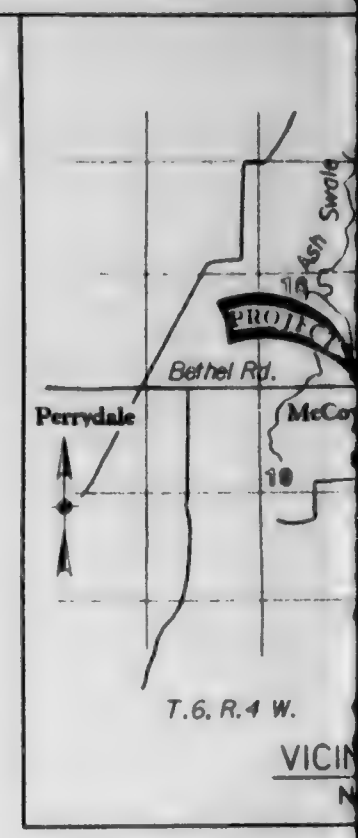
HYDRAULIC DATA

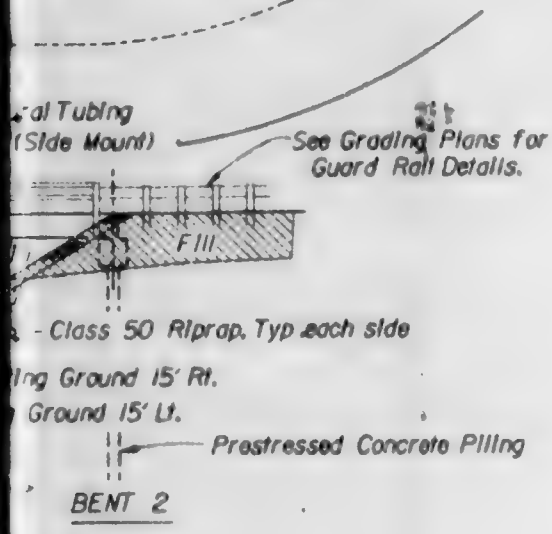
		DESIGN FLOOD	BASE FLOOD	MAX. PROBABLE FLOOD
DISCHARGE	CFS	600	840	1200
FREQUENCY	YRS.	25	100	500
H.W. ELEVATION NAT. CHANNEL	FT.	159.7	160.9	162.1

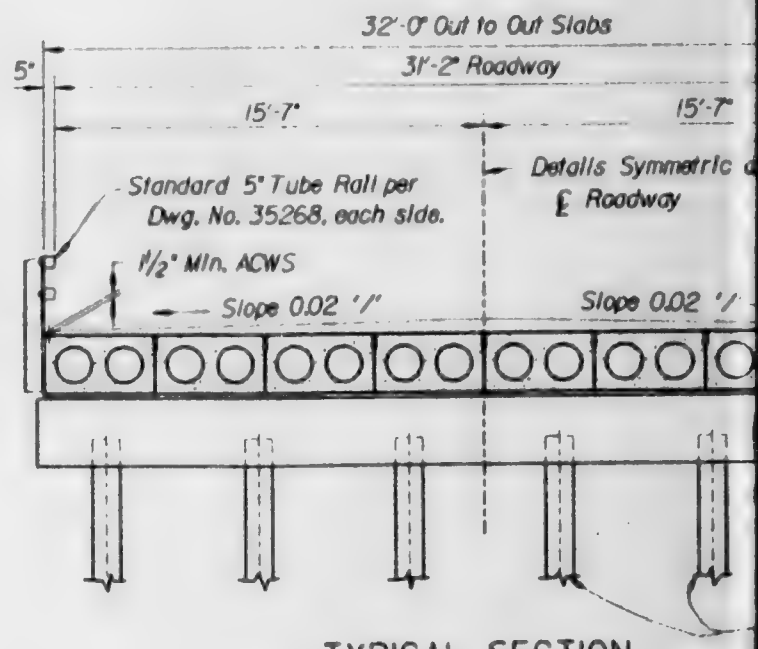


GRADE LINE DIAGRAM

No Scale

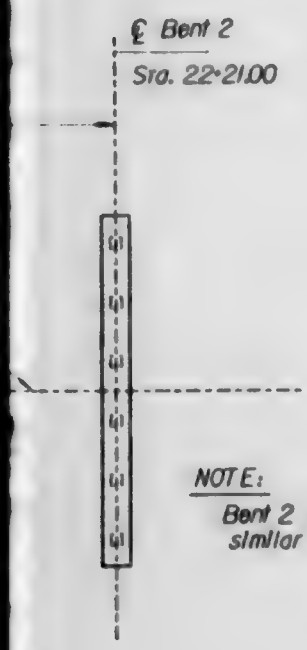






TYPICAL SECTION

Scale: ¼" = 1'-0"



NOTE:
Bent 2 details
similar to Bent 1.

DATE	REVISION	BY

APPROVED:

BRIDGE ENGINEER PE

ASSISTANT STATE HIGHWAY ENGINEER PE

DESIGNED

M. C. Young

DRAWN

CHECKED

REVIEWED

REVIEWED

OREGON DEPART
BRIDGE

PLUM C
PLUM CREE
BETHEL ROAD

PRELIMINARY F

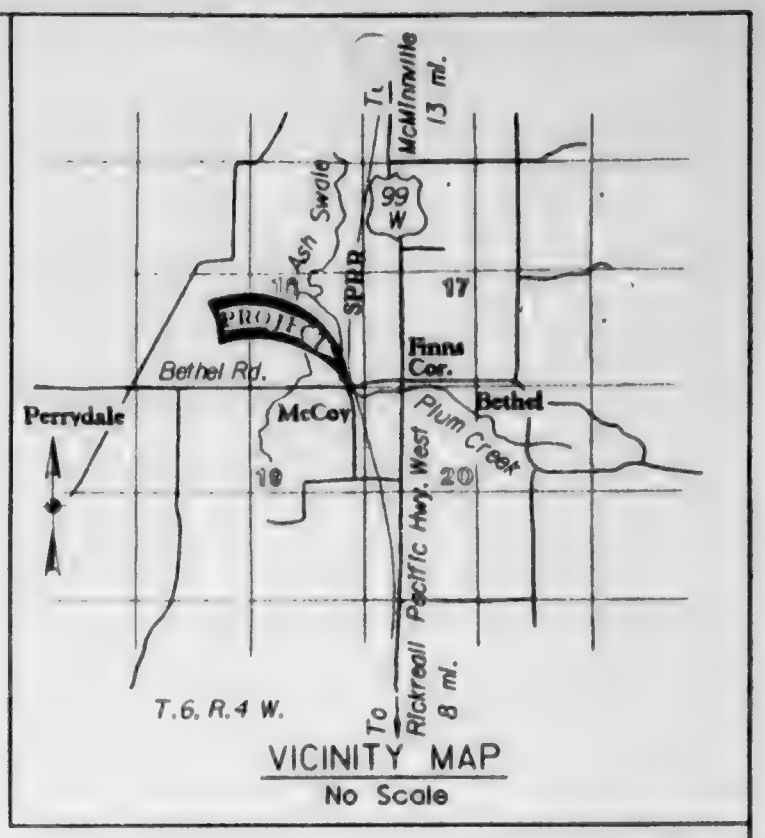
ACCOMPANIED BY DWGS.

DATE May, 1985 CALC.

BRIDGE NO. 10097 A

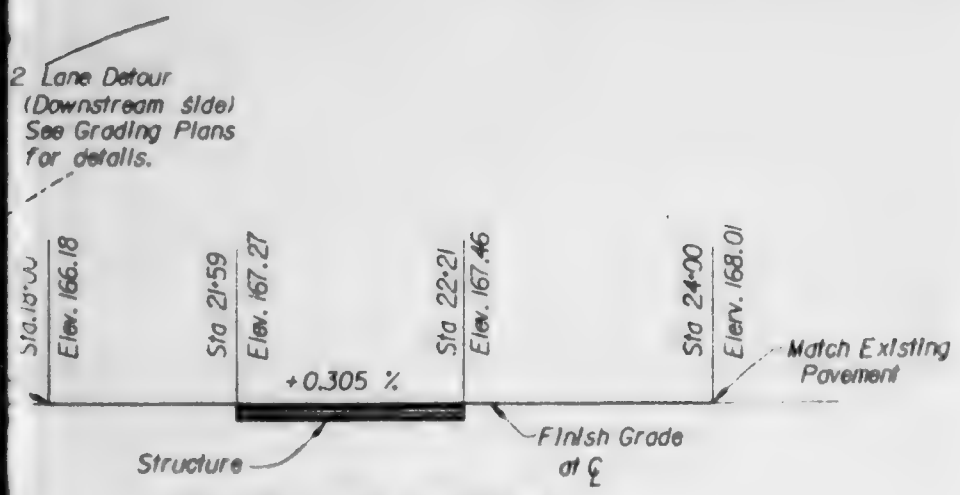
HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	MAX. PROBABLE FLOOD
DISCHARGE	CFS	600	840	1200
FREQUENCY	YRS.	25	100	500
H.W. ELEVATION NAT. CHANNEL	FT.	159.7	160.9	162.1



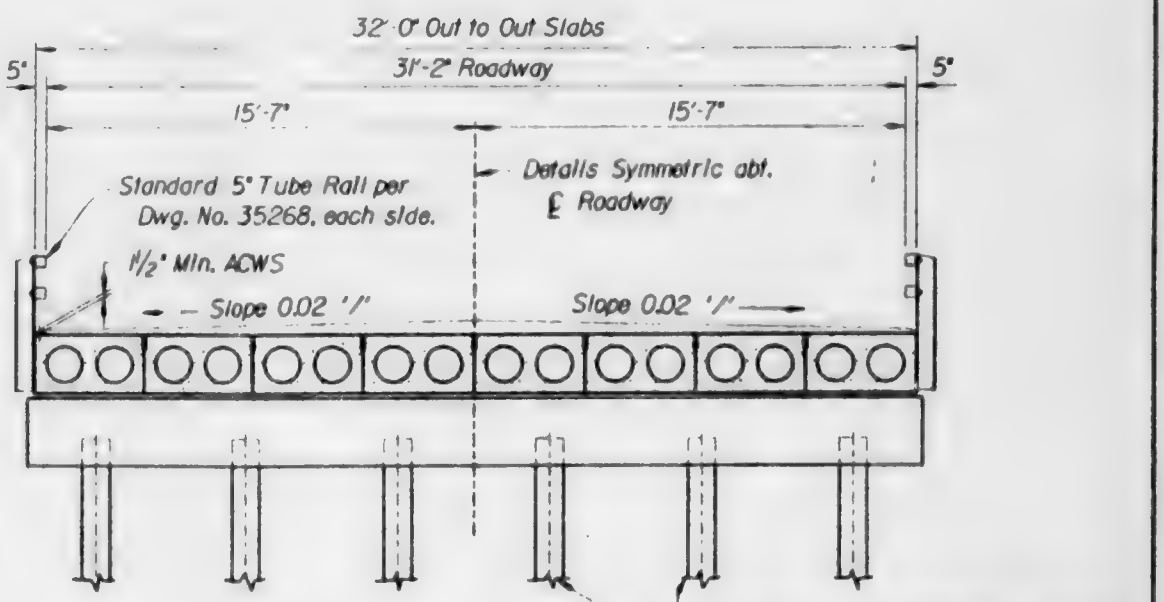
VICINITY MAP

No Scale



GRADE LINE DIAGRAM

No Scale



TYPICAL SECTION

Scale: ¼" = 1'-0"

DATE	REVISION	BY

APPROVED:

BRIDGE ENGINEER ..... PE

ASSISTANT STATE HIGHWAY ENGINEER ..... PE

DESIGNED ..... M. C. Young

DRAWN .....

CHECKED .....

REVIEWED .....

REVIEWED .....

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

PLUM CREEK BRIDGE
PLUM CREEK BRIDGE SECTION
BETHEL ROAD POLK COUNTY

PRELIMINARY PLAN AND ELEVATION

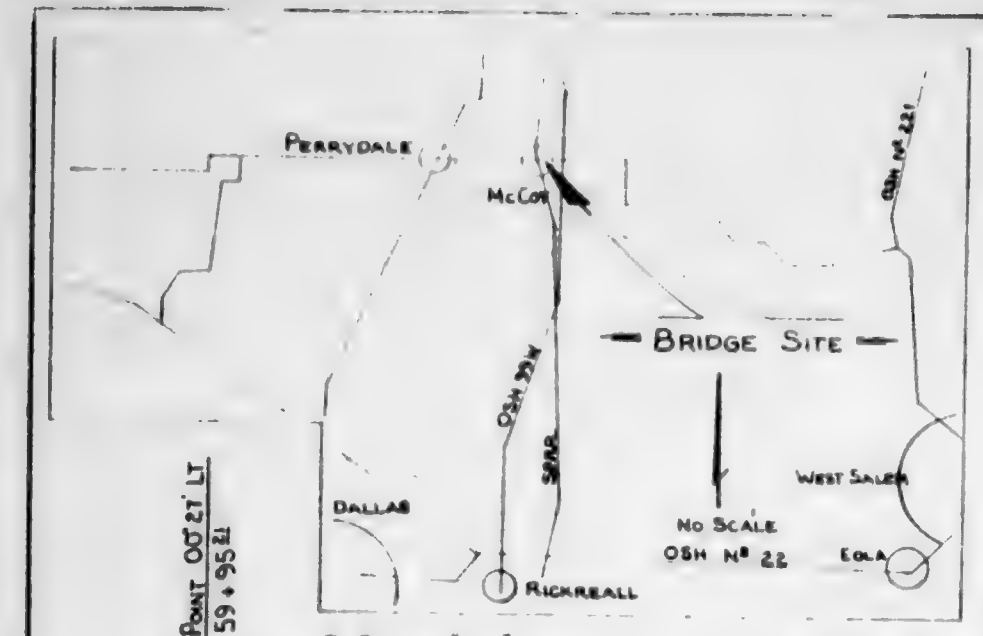
ACCOMPANIED BY DWGS. .....

DATE May, 1985 CALC.BOOK 2077 SHEET 1 OF 1

BRIDGE NO. 10097 A DRAWING NO. 40737

VICINITY MAP & PROF

T6 R4W SEC 18 & 19 W



TL 800

To Whiteson

Hand Operated Water Pump

Set Date Nail and Shiner

Set Date Nail and Shiner

Fd Brass Disc in Conc. Prim Trav ATA Elev. 163.727

Fd Station "AHA" U.S. Corps of Engr. Elev. 191.13

Angle Point 00°27' Lt Sta. 59+95.21

Fd Pk Nail

Set Pk & Shiner

Bethel Road M-1

To Perrydale

N89°48'14"W (N89°19'W)

Fd. Pk Nail 0.11' N'ly of ℄ at ℄ Tracks 24+31.47 POT

End Of Project Sta. 24+00

Base Bearing S 65°11'23"E 6409.21

Fd Sta "McCoy" U.S. Corps of Engrs. N 911046.184 E 1,300,768.20

Pk Nail

Set Pk Nail

Cut

Fill

TL 200

Blk 2

Blk 3

1st

Street

Item

① Sta 21+59 - 22+10 ½ Remove Existing Structure
Sta. 21+56½ - 22+13 Construct New Structure — 56.5 x 32'

② Construct Cl. 50 Riprap Blanket At Bridge Ends Total 35 Cu. Yds

③ Sta 21+56½ Lt and Rt
Const Guard Rail Type 2A 75 Ft
Type 3 50 Ft
Const End Piece Type C - 2
Const Anchor Type 1 - 2

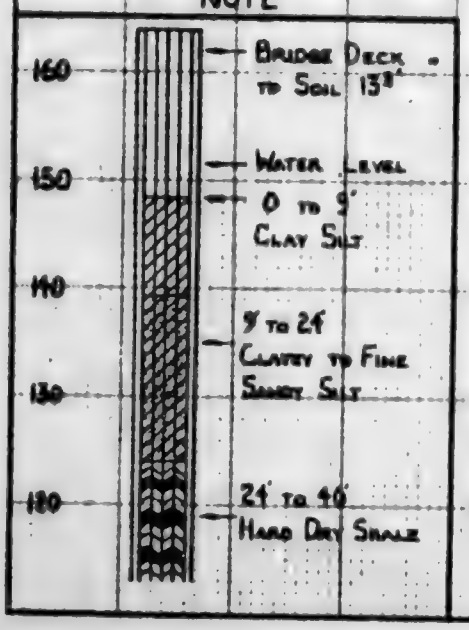
④ Sta 22+13 Lt and Rt
Const Guardrail Type 2A 75 Ft.
Type 3 50 Ft
Const End Piece Type C 2
Const Anchor Type 1 2

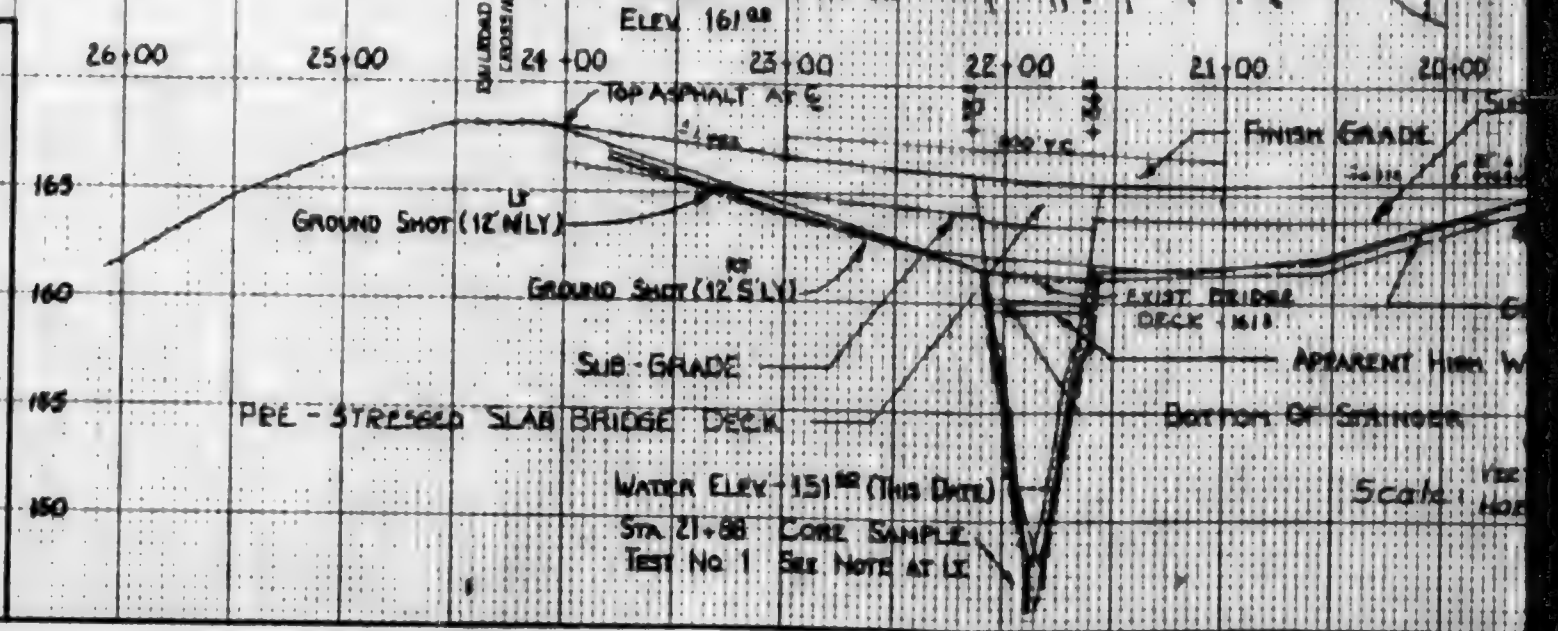
⑤ Sta 21+10 Rt.
Install Type "D" Sign - 36" x 36"

⑥ Const. Temp. Detour (w/48' Culvert)

⑦ Remove Temp. Detour and Culvert (1,400 C.Y. Embankment)

NOTE





Scale

BETHEL ROAD (M-1) BRIDGE REPLACEMENT

BRIDGE Nº 53C28 MILEPOST 5.52

POLK COUNTY

ARVEY NELSON : PROJECT MANAGER

SHEET No.

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON		AUG 1,84	

VICINITY MAP & PROFILE

T6 R4W SEC 18 & 19 W.M.

REVISED · SEPT 28, 1984 REGION 2 LOCATION R.P. FIDLER
BASIS OF BEARINGS : USAGE TRIANGULATION
STAS. "AHA" AND "MCOY"
GRID – LDP CONVERSION FACTOR 1.0001133

TL 800

BENT STATION
4TH 22+09.8
3RD 21+95.8
2ND 21+77.4
1ST 21+60.3

SCALE: 1"=50'

6° CURVE
Δ = 22° 00'
SHI = 185.22'

16+43.53 PC

N 68° 11' 46" E

TO OSH Nº 59 W

22+50
PP and T.B.M. ELEV. 161.82
SEE ROLL 10 FOR DETOUR ALIGNMENT
40"-44" PIPE
TEMP CONST EASEMENT
P.P. R/W
TOE OF FILL
20+10.82 PT
HOUSE
GRAVEL D'WAY
WATER METERS
Fd 3/4" IRON PIPE
OUT
WATER SEE NOTE
TL 200
TL 100
BLK 2
BLK 1
HOUSE
Fd 3/4" IRON PIPE
GRAVEL D'WAY
WATER METER
Beg. Of Project Sta. 19+50
McCOY
STREET
1ST
BLK 3
BLK 4
R/W
ABGREGATE SHOULDER

5" 5" 4" 12" 12" 4" 5"
2" CLASS "B" ASPHALT WEARING COURSE
SLOPE .02/FT
DITCH
AGGREGATE SHOULDER
12" AGGREGATE BASE
2" CLASS "B" ASPHALT BASE COURSE

RIPRAP DETAIL

PROPOSED TYPICAL SECTION
No Scale

ELEV 162.82
FILL SLOPE
11'
CLASS 50
STREAM BED
EXIST GROUND
TOE TRENCH EXCAVATION (SHOWN HATCHED)

NOTES

8" IRON PIPE WATER LINE HUNG ON SOUTH SIDE OF BRIDGE.

OWNERSHIP: TL 800 RUTLEDGE DEED
REF 79-7791 - 468 & 62-78
TL 200 ELLING & BERKEY DEED
REF BOR. 167-1250
TL 100 RICHARD & LOIS RICE
PT BOR 179-1490

21+00 20+00 19+00 18+00 17+00

FINISH GRADE
SUB GRADE
Top ASPHALT AT ℄
GROUND SHOT (12' N'LY) RT
GROUND SHOT (12' S'LY) LT
EXIST. BRIDGE DECK 161.8
APPARENT HIGH WATER 159.7 ('50's)
BOTTOM OF STRINGER

Scale: VERT. 1"=5'
HORIZ. 1"=50'

TOP OF RAIL
TOP OF RAIL
8.49
8.49
16.82
16.82

RAILROAD CROSSING DETAIL

26+50 +40 +30 +20 +10 26+00

10,127 4-3-85

F OREGON

TRANSPORTATION

VAY DIVISION

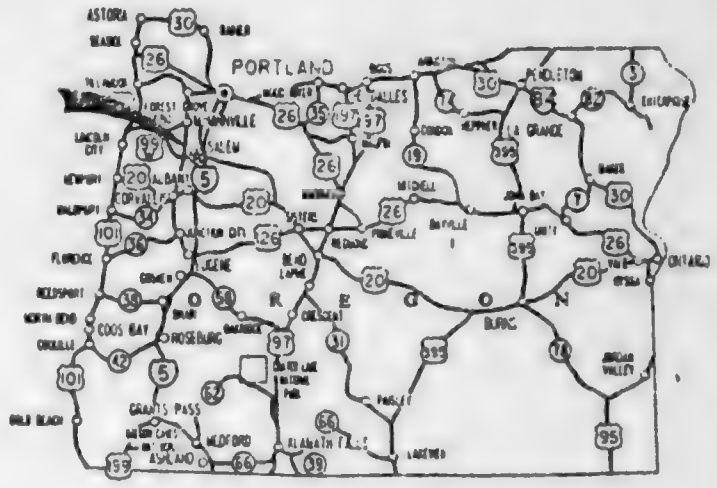
OPOSED PROJECT

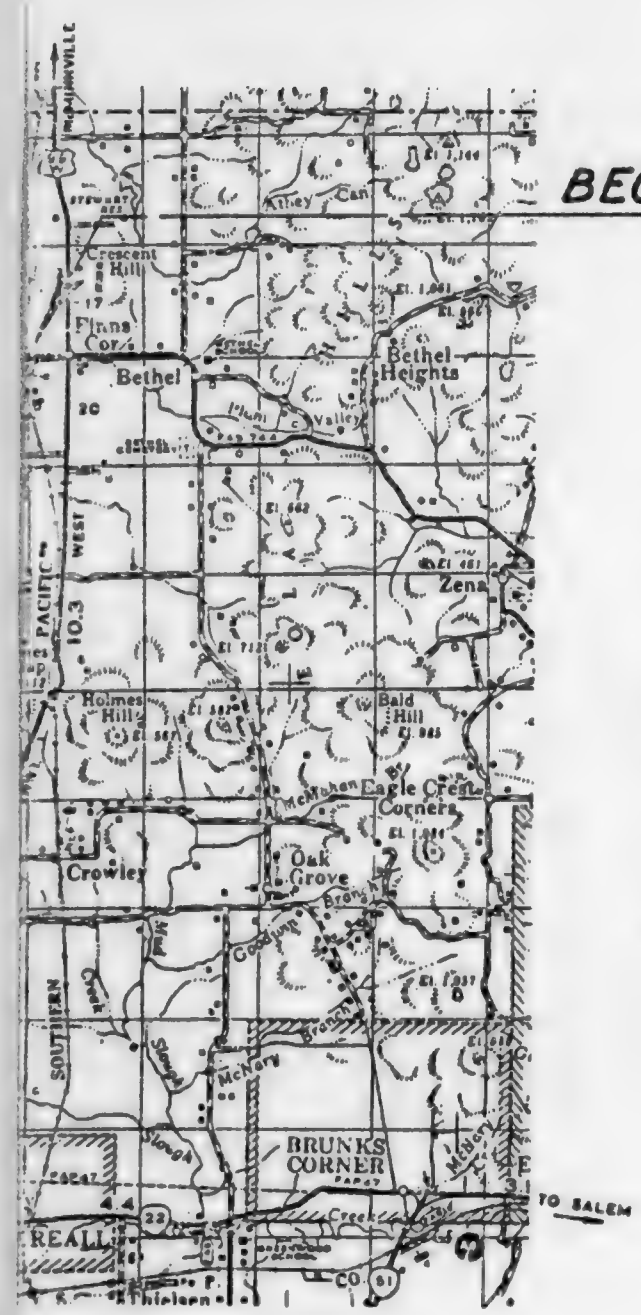
PRELIMINARY COPY
MAR 2 : 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

PLUM CREEK (BETHEL RD.) BRIDGE SEC. FAS A549 (BETHEL RD.) SEC. POLK COUNTY				SHEET NO. 1
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			SEE INDEX

FAS-C

EL RD.) BRIDGE SEC.
(BETHEL RD.)
COUNTY





BEGINNING OF PROJECT
Sta. 18+50

4.3.85 Rdk
Rex A Thorsett COUNTY ROAD COMMISSIONER
Robert C Landau COMMISSIONER
Guy Hammond COMMISSIONER

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Glustina	COMMISSIONER
Samuel T. Nc'to	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

REGISTERED PROFESSIONAL ENGINEER 4478 OREGON OCT. 30, 1979 H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER 4562 OREGON MAY 13, 1980 EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER — DATE

ch Map
1 2 Miles

10,127

COUNTY COURTHOUSE
ROOM 206
DALLAS, OREGON
97338-3172

DALLAS 623-9258
SALEM 370-2506
INDEP.-MONM. 838-0580
EXT. 506

Polk County Surveyor

C. RALPH BLANCHARD

March 29, 1985

Richard T. Sjolander
Region Federal Aid Specialist
Highway Division - Region 2
2960 State Street
Salem, Or. 97310

SUBJECT: Plum Creek (Bethel Road) Bridge Project.

Dear Richard:

This will acknowledge receipt of the preliminary plan for the subject project. The following comments are offered:

1. The plans for the temporary detour are, in our opinion, somewhat elaborate. It would be appreciated if further study be given to reducing the costs of this short time facility on a low traffic road.

2. The project should be scheduled so that the detour is removed prior to November 1, 1985. Based on past experience, the detour could be overtopped after that date.

3. We would appreciate a copy of a cost estimate as soon as one is available.

4. The plans do not provide for any pipe foundation excavation or special pipe foundation material. Will some be required?

If you have any questions on the above, please feel free to call.

Very truly yours,

C. Ralph Blanchard,
Polk County Surveyor and
Roadmaster

REGION 2 OFFICE
RECEIVED
APR 05 1985
RLO..... RQS.....
RE ..... RCE..... RME..... ROM .....
RTS ..... RLS..... RPC..... RFS .....
RUS..... RG ..... RSR ....

ON 17-1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: RS-A549(3)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40108

2A. COUNTY NAME: Polk

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3/5/85

8. FEDERAL ROUTE NUMBER: Secondary A549

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Plum Creek (Bethel Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program Change and Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [xx] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [xx] OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 2/25/85 the Porgram Change adding "Right-of-Way Acquisition" to the character of proposed work is approved.

Also, as requested, you are authorized to proceed with the acquisition of file numbers 54303, 54304 and 54305 as shown on R/W map IR-3-1490 at a TEC of $8,100; Federal Funds $7,140.

Federal participation is limited to that Right-of-Way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
MAR 7 '85
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Init | Ltr | File

Orig. 3/8

14. DATE: 3/6/85

15. SIGNATURE OF APPROVING OFFICIAL: John D. Wichman

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,127

C.N 19.1

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: February 25, 1985

In Reply Refer to File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 40108
Project No. RS-A549(3)
Plum Creek (Bethel Road) Bridge Section
Polk County
File Nos. 54303 through 54305

I request your approval of a program change on the subject project to include in the character of proposed work "Right of Way Acquisition" at an estimated total cost of $8,100.00 with Federal funds of $7,140. The right-of-way to be acquired consists of fee taking and a temporary easement, and does not involve relocation assistance.

I further request authorization to proceed with the actual acquisition of the required right-of-way as outlined in red on the enclosed copy of right-of-way map IR-3-1490.

RDS:pf
Enclosure

cc: J. B. Boyd
Don Aman
Mike Shultz
— General Files

Form 734-3122

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: February 21, 1985

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Plum Creek (Bethel Rd.) Br. Section
Bethel Road
Polk County
Project #RS-A549(3)

We have received three files on the above FAS-C project that is scheduled for a 27 June '85 letting. The acquisition of this right-of-way is estimated at $8,100 and does not require a relocation or moving allowance.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

The above estimate covers files 54303 through 54305 as shown on map 1R-3-1490.

DA:jh
attach.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
FEB 22 1985
REFER TO Brook
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

1-125-1307

AGR 255

STATE OF OREGON

INTEROFFICE MEMO

TO: Doug Luth
Region 2 R/W Supervisor

DATE: November 26, 1984

FROM: Adele L. Egan, Supervisor
Right of Way Office Unit

SUBJECT: AGR 255 (Right of Way Services)
MISC C&A 7046
Plum Creek (Bethel) Bridge
Polk County

MISC. CONTRACTS and AGREEMENTS No. 7046

Attached is an original for Polk County and a copy for your files of the subject agreement.

AL
mp
Attach.

cc: Ted Litchfield, w/c
Comm. Serv., w/orig.
Finance, w/c
Local Gov't Programs, w/c
Cliff Laux, w/c
Appraisal, w/c
Title, w/c
Description, w/c

12/7/84 mailed in quad book (jw)

81-125-1307

FAS A549(3)

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
PROGRAM SECTION

DATE: October 1, 1984

FROM: ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
REGION 2 ENGINEER

SUBJECT: Plum Creek (Bethel) Bridge
Project No. RS-A549(3)
Polk County

The field location data for the subject project is in the Region Office and a review of the project was held with Ralph Blanchard of Polk County on Wednesday, September 26, 1984. A few minor changes and some additional data needs to be obtained, but we should be forwarding the field location data to Frank Terpin this week.

Ralph Blanchard indicated he would contact the water district that owns the water line that is on the bridge about its temporary relocation and final relocation back onto the bridge, the utilities having poles located in the right of way and the Southern Pacific Railroad regarding some minor work that might extend on the railroad right of way (the County road was there before the railroad).

Doug Luth, Right of Way Supervisor, advises that he can clear the right of way for a March 1985 contract if he gets the descriptions in the next few weeks and doesn't run into any undue complications.

Pete Fidler will discuss right of way descriptions with George Strawn and if it will speed things up, we will write the descriptions and have George review them.

DOC/rgb

cc: Walt Hart
Doug Luth
Don Adams
George Strawn
Ralph Blanchard

Versteeg
Anderson RI
Adams
Macnab OC
Edwards
Terpin
Trout RC
Wakerlig

Geo Strawn

? I agree

Don A.

Julius: I believe it would be quicker if we write the descriptions. Geo.

81-125-1367

FAS A549(3)

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
PROGRAM SECTION

DATE: October 1, 1984

FROM: ORIGINAL SIGNED BY DUANE O. CHRISTENSEN
DUANE O. Christensen
REGION 2 ENGINEER

SUBJECT: Plum Creek (Bethel) Bridge
Project No. RS-A549(3)
Polk County

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DOC/rgb

cc: Walt Hart
Doug Luth
Don Adams
George Strawn
Ralph Blanchard

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
OCT 2 - 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

81-125-1387

10,127

9-26-84

2

LOCATION NARRATIVE

PLUM CREEK BRIDGE
Bethel Road
Polk County

ARVEY NELSON, PROJECT MANAGER

Revised by R. P. Fidler, Region 2 Location Supervisor

This project is located in Polk County on Bethel Road, between mile point 5.46 and 5.56. The existing wooden structure is badly deteriorated and in need of replacement.

Polk County planned to replace the wooden structure with a 13'3" X 9'4" structural plate arch. Additional hydraulic and geological studies were conducted to verify the feasibility of their request. Soil cores were taken of the underlying ground to determine the existing soil conditions. Laboratory results showed extensive clays to a depth of 24 feet. Discussions with Region Location, Geology and Bridge Design concur that the soil is not stable enough to support the structural plate arch and additional embankment. Their recommendations were to replace the old structure with a new one.

Nails were found on the existing roadway centerline, and these were used to establish the centerline stationing. This line was then tied into U. S. Corp of Engineers triangulation stations "A.H.A." and "McCoy" establishing the bearing and coordinates for the project.

"A.H.A." was also used for vertical control. Level circuits were run to establish true elevations on the center-line and contours of the ground. Stream profiles and cross sections were taken and submitted to the Hydraulic Section for study. Their design based on a 25 year and 100 year cycle, recommend a bridge with a minimum span of 15 feet, with 14 feet vertical abutments.

Improvements will consist of widening the existing roadway (24 feet) to the current standards (32 feet), raising the grade by about five feet to improve sight distance over the existing railroad, and installing new guard rail at the bridge approaches.

Approximately 2,000 cu. yds. of embankment material will have to be imported to make the main line subgrade fills, and 1400 cu. yds. will be required for the detour roadway.

An existing domestic water main will have to be maintained during construction and reconnected to the new structure. Power poles will be in conflict for the construction of the detour only.

Existing Right of Way is 30 feet from centerline. This will be sufficient for the fill slopes, except in the area of the new structure end fills. It will need to be 50 feet at these locations. This amounts to about 0.2 acres of

additional Right of Way required. The acquisition of a construction easement will also be required for the detour roadway.

Construction of the new structure can be completed with a minimum of conflicts. Building a detour roadway north of the existing bridge can eliminate any traffic problems.

ADN:TK:vr

10,127

HIGHWAY DIVISION

PRO

D. O. Christensen
Region 2 Engineer

September 19, 1984

Gary A. Potter, Manager
Program Section

Plum Creek (Bethel) Bridge
Project No. RS-A549(3)
Polk County

In response to a request from "Swede" Swenson Polk County Engineer, we agreed to accelerate the subject project because of the poor condition of the existing structure. The project was in the Six Year Program for construction in 1984 and because of right of way acquisition, it was delayed until March of 1985.

At the request of the County, we solicited the advanced deposits for P.E., R/W and Construction, so that these costs would fall in this budget year.

In reviewing the September 1984 Project Scheduling Report, we find the project has been delayed until the Spring of 1986.

Please let us know if the March 1985 letting date is a problem. We understand that the project is presently in the field location stage.

We should make every effort to keep our commitment to the County.

MKS:me

10,127

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

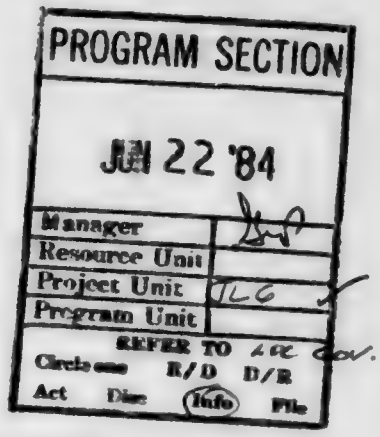
TO: F I L E S

DATE: June 21, 1984

Barbara Hopewell

FROM: Barbara Hopewell
Hydraulics Design Specialist

SUBJECT: Plum Creek (Bethel Rd.) Bridge #53C28
Bethel Road
Polk County



The proposed project will replace an existing narrow wooden structure. The existing bridge is approximately 52 feet long and is badly deteriorated.

HYDROLOGY

Plum Creek is an east-west tributary of Ash Swale Creek. This creek is a slow moving, meandering stream which does not flow year-round. The direct drainage area at the bridge site is 4.8 square miles and consists mainly of farmland. The recurrence interval vs. peak discharge relationship listed below was determined using the Willamette River Basin Zone chart contained in the OSHD Hydraulics Manual.

RECURRENCE INTERVAL	PEAK DISCHARGE
100-year	840 cfs
50-year	700 cfs
25-year	600 cfs
10-year	500 cfs
5-year	440 cfs

HYDRAULIC DESIGN

The 25-year flood of 600 cfs was used as the design flood. Two types of replacement structures were investigated: Alternative 'A', a Pipe Arch Culvert, and Alternative 'B', a bridge with vertical abutments. Below is a table comparing the existing condition to the proposed alternatives.

Contains Recycled Materials

	Structure Opening @ Water Surface	Waterway Area	Design Highwater	Upstream Stage Elevation	Backwater
Existing					
25-Year	52 ft	255 sq ft	159.7	159.7	0.0
100-Year	52 ft	310 sq ft	160.9	161.0	0.1
Alternative 'A'					
25-Year	16'-3"x10'-10"	140 sq ft	159.7	160.2	0.5
100-Year	16'-3"x10'-10"	140 sq ft	160.9	161.9	1.0
Alternative 'B'					
25-Year	15 ft	130 sq ft	159.7	159.9	0.2
100-Year	15 ft	150 sq ft	160.9	161.3	0.4

During a 100-year flood, Alternative 'A' would create 1.0 feet of backwater. From the available information of the surrounding area, it appears that this would not cause any property damage.

Alternative 'B' is a bridge that will provide approximately the same waterway area as Alternative 'A'. However, due to the typical section, the bridge would require 13- to 14-foot high abutments.

RIPRAP

For Alternative 'A' it is suggested that the upstream and downstream embankment slopes subject to the design highwater be protected with a one-foot blanket of Class 50 loose riprap. A filter blanket will not be required.

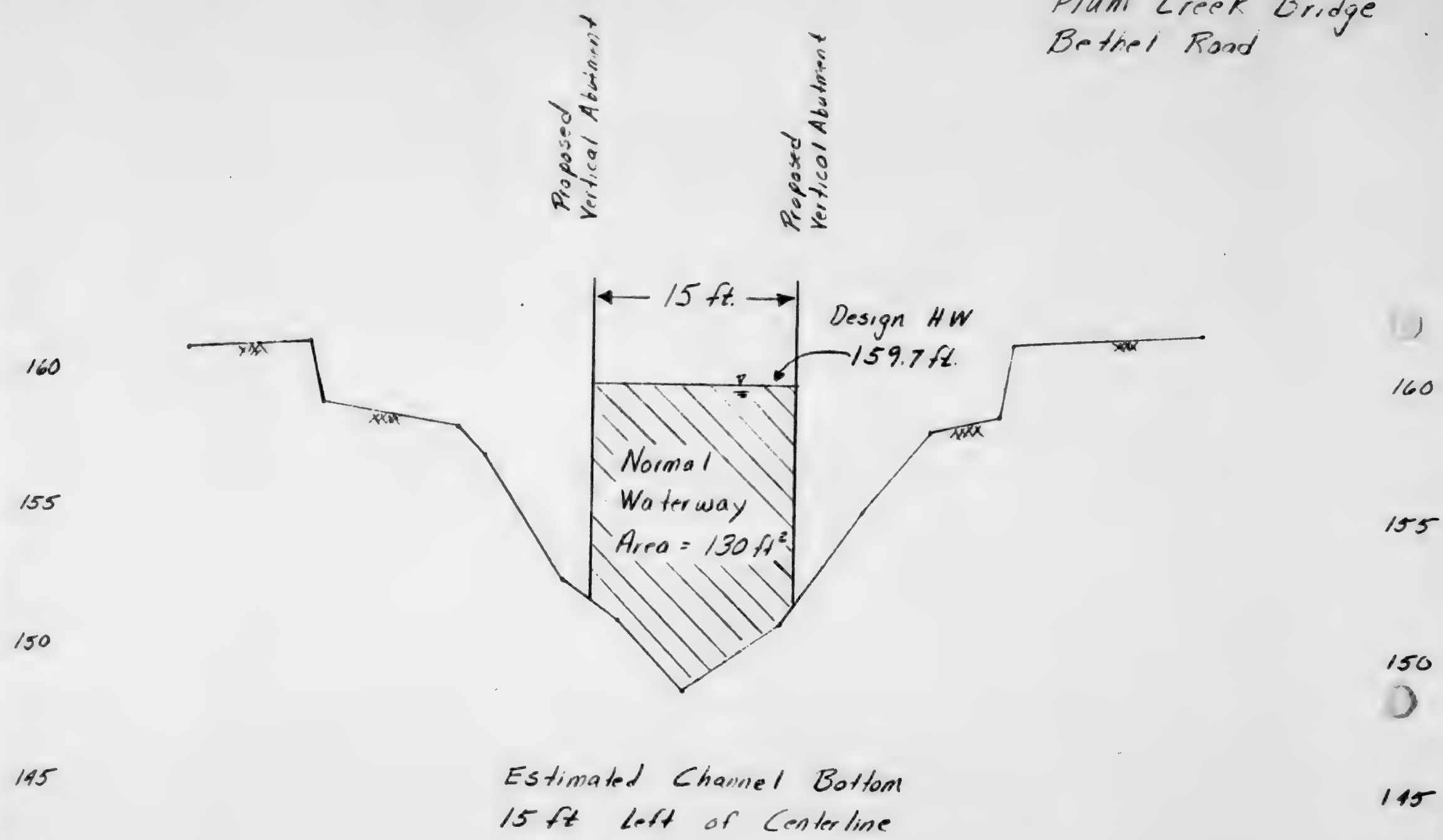
For Alternative 'B' it is suggested that the toe of the vertical abutments be protected with a one-foot thick blanket of Class 50 loose riprap. A filter blanket will not be required. Any fresh embankment slopes subject to the design highwater should also be protected with a one-foot thick blanket of Class 50 loose riprap.

BH:ge

Attachments

cc w/att Frank Terpin
Walt Hart
Jack Davis
Gary Potter
Duane Christensen
Don Adams
Herb Schell, FHWA

Plum Creek Bridge
Bethel Road



Estimated Channel Bottom
15 ft Left of Centerline

+50 +60 +70 +80 21+90 22100 +10 +20 +30

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	MAXIMUM PROBABLE FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge cfs / m^3/s	600	840	1200	
Frequency — yrs.	25	100	500	
H.W. Elevation ft. / Natural Channel m.	159.7	160.9	162.1	
H.W. Elevation ft. / Channel Change m.				
Average Velocity fps / mps	4.3	6.1	8.7	
Headwater Elevation ft. / m.	160.2	161.9	164.1	
Tailwater Elevation ft. / m.	159.7	160.9	162.1	

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 16'-3" x 10'-10" PIPE ARCH

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

PLUM CREEK (BETHEL ROAD) BRIDGE
BETHEL ROAD
POLK COUNTY

COMPILED BY: BARB HOPEWELL

DATE: June 22, 1984

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	MAXIMUM PROBABLE FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge cfs / m^3/s	600	840	1200	
Frequency — yrs.	25	100	500	
H.W. Elevation ft. / Natural Channel m.	159.7	160.9	162.1	
H.W. Elevation ft. / Channel Change m.				
Average Velocity fps / mps	4.5	5.5	6.9	
Headwater Elevation ft. / m.	159.9	161.3	163.1	
Tailwater Elevation ft. / m.	159.7	160.9	162.1	

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 15-foot bridge with vertical abutments

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

PLUM CREEK (BETHEL ROAD) BRIDGE
BETHEL ROAD
POLK COUNTY

COMPILED BY: BARB HOPEWELL

DATE: June 22, 1984

10,127

June 7, 1984 PRO

Polk County Board
of Commissioners
Attn: Mr. Ralph Blanchard
Director of Public Works
750 James Howe Road
Dallas, OR 97338

Subject: Advance Deposit for PE, R/W & Const.
Plum Cr. (Bethel Rd.) Br.
Polk County
Project #RS-A549(3)

At your request we are soliciting an advance deposit on the subject project. The project is presently scheduled for letting late in 1984. The project scheduling has been delayed because right-of-way acquisition is required.

This is a Federal Aid Secondary (FAS) project, and as per our Agreement #8046, the county's share of the project cost is as follows:

Est. P.E. Cost	$ 27,800
Less Free Br. Design	(4,500)
SUBTOTAL	$ 23,300
Est. R/W & Const Cost.	172,400
TOTAL	$ 195,700
Less Federal Funds (88%)	(172,216)
SUBTOTAL	$ 23,484
Less State Share	(11,742)
COUNTY'S SHARE	$ 11,742
COUNTY'S SHARE & ADVANCE DEPOSIT	$ 11,700

It is our understanding that the Advance Deposit of $11,700 will be placed in the Local Government Investment Pool. Enclosed is a Limited Power of Attorney form.

Very truly yours,

Gary A. Potter, Manager
Program Section

RECEIVED July 23, 1984 CK

MKS:bkb
Attachment
bcc w/AD #84-53: Phil Stearns, Region 2
Vern Skoog - Please return completed, AD 84-53 when Advance Deposit is received.

10,127

Memo to File

April 13, 1984

Gary A. Potter, Manager
Program Section

Plum Cr. (Bethel Rd.) Br.
RS-A549(3)
Polk County

We received an inquiry from C. G. "Swede" Swenson, Polk County Engineer, on the subject project.

He was concerned that the structure may require major repairs by this summer, if the proposed project cannot be accelerated and completed by this year.

This project is presently scheduled for a August 1985 letting date and survey work would start this May. The Six-Year Highway Improvement Program has this project programmed for 1984.

We would appreciate any help your Section, may give to accelerate this project for letting date this summer.

MKS/cm

cc: J. H. Versteeg - Design
Walt Hart - Bridge
C. O. Christensen - Region 2
Phil Stearns - Region 2
Frank Terpin - Location
Doug Luth - Region 2
Swede Swenson - Polk Co.

10,107

Con 19-
4 Lum
1 Ec.

February 10, 1984

Board of County Commissioners
Polk County
104 Courthouse
Dallas, OR 97338

AGR 4

Attention: Violet Siddall Starks
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 3[illegible]

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for construction of the Plum Creek (Bethel Road) Culvert Section of FAS Route No. A549.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Att.

bc: Gary Potter (agreement attached)

mailing label addressed to Mar Belle Kalterbach per her letter attached

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: H. S. Coulter
State Highway Engineer

DATE: August 29, 1983

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: FAS-C Project
Plum Creek (Bethel Rd.) Br. Section MP 5.51
FAS-A549
Polk County

Polk County is requesting a culvert project to replace the structure over Plum Creek on Bethel Road near McCoy on FAS-A549. The new structure is to be a multi-plate pipe. No additional R/W, Engineering by County and State.

JURISDICTION	SECTION	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
Polk County	Plum Creek (Bethel Rd) Culvert Sec. M.P. 5.51 FAS-A549	$201,400	$177,220	$12,090	$12,090

The Region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

State Highway Engineer

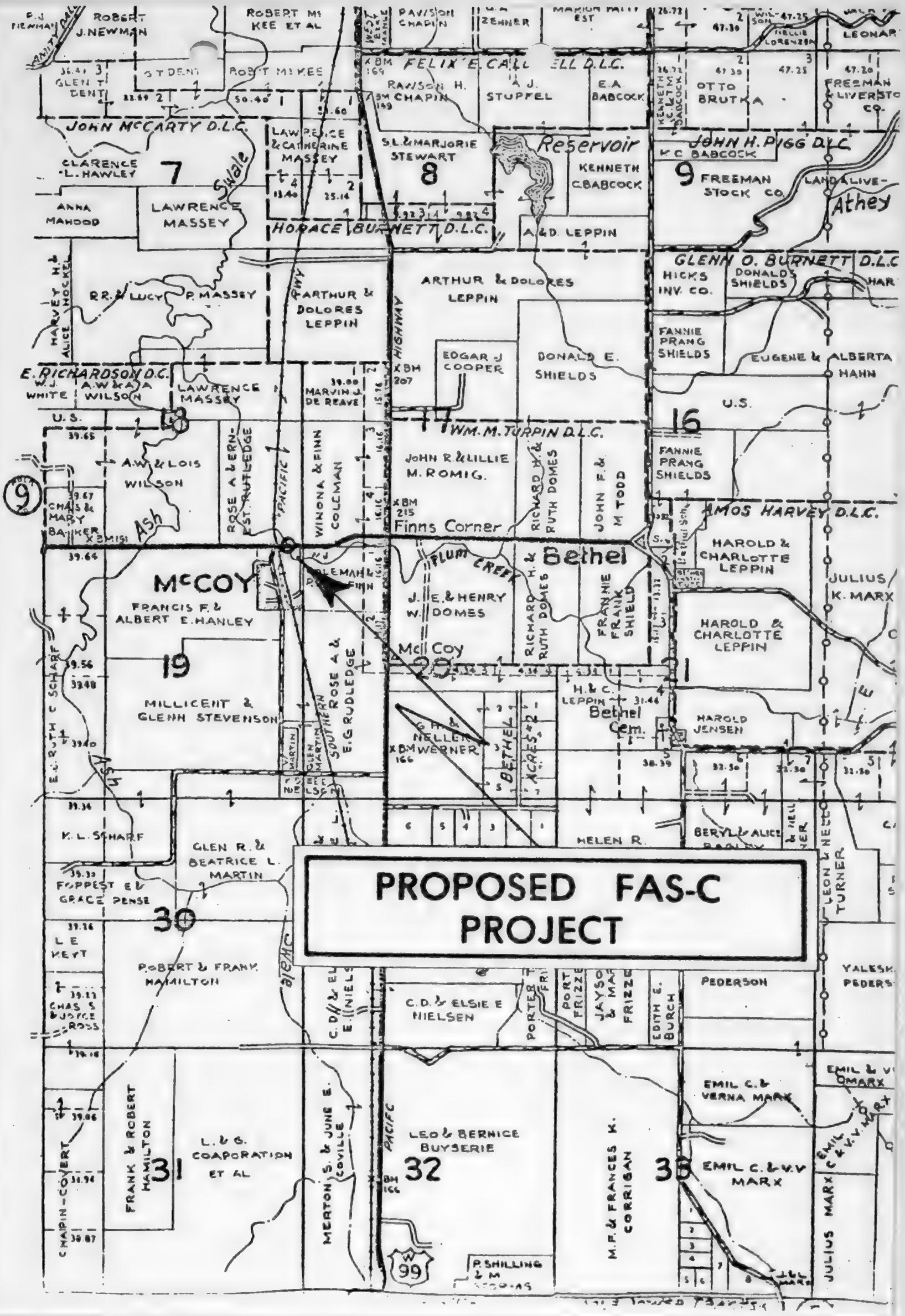
Date 8-29-83

HR:pf
Attachment

8-30 to Hansen
Friday Potter
file

RECEIVED
STATE HWY ENGR
AUG 29 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387


PROPOSED FAS-C PROJECT
ROBERT J. NEWMAN
ROBERT Mc KEE ET AL
PAVISON CHAPIN
ZEHNER
MARION PALEY EST
GLEN T DENT
ROBERT McKEE
FELIX E. CALL D.L.C.
RAWSON H. CHAPIN
A. J. STUPPEL
E.A. BABCOCK
OTTO BRUTKA
FREEMAN & LIVESTOCK CO.
JOHN McCARTY D.L.C.
CLARENCE L. HAWLEY
7
Swale
LAWRENCE & CATHERINE MASSEY
S.L. & MARJORIE STEWART
8
Reservoir
KENNETH C. BABCOCK
JOHN H. PIGG D.L.C.
K C BABCOCK
9
FREEMAN STOCK CO.
LAND & LIVE-
Athey
ANNA MAHOOD
LAWRENCE MASSEY
HORACE BURNETT D.L.C.
A. & D. LEPPIN
GLENN O. BURNETT D.L.C
HICKS INV. CO.
DONALD SHIELDS
HARVEY H. & ALICE HOCKEL
RR & LUCY P. MASSEY
ARTHUR & DOLORES LEPPIN
HIGHWAY
EDGAR J COOPER
DONALD E. SHIELDS
FANNIE PRANG SHIELDS
EUGENE & ALBERTA HAHN
E. RICHARDSON D.C.
W.J. WHITE
A.W. & A.A. WILSON
LAWRENCE MASSEY
MARVIN J. DE REAVE
U.S.
18
WM. M. TURPIN D.L.C.
16
A.W. & LOIS WILSON
ROSE A. & ERNEST RUTLEDGE
PACIFIC
WINONA & FINN COLEMAN
JOHN R. & LILLIE M. ROMIG
RICHARD H. & RUTH DOMES
JOHN F. & M TODD
AMOS HARVEY D.L.C.
CHAS & MARY BAKER
Ash
Finns Corner
Bethel
PLUM CREEK
HAROLD & CHARLOTTE LEPPIN
McCOY
FRANCIS F. & ALBERT E. HANLEY
J. E. & HENRY W. DOMES
RICHARD H. & RUTH DOMES
FRANK & FRANNIE SHIELD
JULIUS K. MARX
19
Mc Coy
HAROLD & CHARLOTTE LEPPIN
H. & C. LEPPIN
Bethel Cem.
HAROLD JENSEN
MILLICENT & GLENN STEVENSON
G. H. & NELLIE WERNER
BETHEL 5 ACRES
K. L. SCHARF
GLEN R. & BEATRICE L. MARTIN
HELEN R.
BERYL & ALICE
LEON & NELLIE TURNER
FOPPEST E & GRACE PENSE
30
L E KEYT
ROBERT & FRANK HAMILTON
C. D. & ELSIE E NIELSEN
PORTER T. FRIZZELL
JAYSON & MARY FRIZZELL
EDITH E. BURCH
PEDERSON
CHAS S & JUDGE ROSS
FRANK & ROBERT HAMILTON
31
L. & S. COAPORATION ET AL
MERTON S. & JUNE E. COVILLE
LEO & BERNICE BUYSERIE
32
M.F. & FRANCES K. CORRIGAN
33
EMIL C. & VERNA MARX
EMIL C. & V.V MARX
JULIUS MARX
CHAPIN-COVERT
99
P. SHILLING & M. THOMAS

CON 19-1
Plum Cr.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. NE, Salem, Oregon 97310
Phone: 378-3732

RECEIVED
STATE HWY ENGR
FEB 7 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

STATE CLEARINGHOUSE REVIEW ADDENDUM

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: Plum Creek (Bethel Road) Bridge Section

PNRS #: OR831208-009-2 FAS-A549 POLK CO.

DATE: January 31, 1984

The State Clearinghouse has received additional comments from

Department of Fish & Wildlife

subsequent to our conclusion letter of January 17, 1984

please see copy (ies) attached for your attention.

Additional Clearinghouse comments:

PROGRAM SECTION
February 7, 1984
cc: FHWA
State Highway Engineer
Location Unit
Right of Way Section
Road Design Section (4)
Environmental Section
Bridge Section
Aeronautics Division
Federal Aid Group
D. O. Christensen, Region 2 Engineer
R. A. Kuehn, District 3 Engineer

(x) Please consider this letter and enclosure(s) an addendum to our previous letter.

( ) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

RS #7

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

INTERGOVERNMENTAL RELATIONS DIVISION
JAN 31 1984

PNRS STATE REVIEW

Project #: OR 831208-009-2 Return Date:

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency Fish & Wildlife By Tony Frest

PNRS #2 Phone Number 229-5679

ODFW Comments on: OR 831208-009-2

The Oregon Department of Fish and Wildlife has no objection to the Bethel Co. Rd. Bridge Replacement Project in Polk County providing the following conditions are observed during construction:

1) Work confined to low flow period.

2) Adaquate measures are taken to minimize turbidities which could arise during construction.

3) No pollutants of any type are allowed to enter the waterway (petroleum products, fresh concrete, silt).

4) Soils disturbed by the project are stabilized and revegetated.

5) All project debris is removed from the stream.

6) Culvert may have adverse impacts depending upon size, style, placement, etc. For specific recommendations regarding the installation of this structure please contact:

John Haxton
District Fish Biologist
1120 S. Baker
McMinnville, OR 97128
#472-1474

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

CON 19-1 + cover p.

RECEIVED
HWY ENGR
JAN 20 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-422-3600

PROGRAM SECTION
January 19, 1983
cc: FHWA (1)
State Highway Engineer
Location Unit
Right of Way Section
Road Design Sec. (4)
Environmental Section
Bridge Section
Aeronautics Division
Federal Aid Group
D. O. Christensen, Reg. 2
R. A. Kuehn, District 3

CONCLUSIONS

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: Plum Creek (Bethel Road) Bridge Section

DATE: January 17, 1984 POLK COUNTY

The State has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of stete government:

- [ ] may exist.
- [ ] have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- [ ] have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

OR 831208-009-2

This number should be used on all correspondence and particularly on SF-424.

Dolores Streeter
Clearinghouse Coordinator

PNRS #3
Revised 10/83

PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

PNRS STATE REVIEW

Project #: OR 831208-009-2 Return Date: JAN 13, 1984

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has Adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By J. Hoek

PNRS #2 Phone Number

10,127

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
12-13-83 REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
Co. Rd., .2 mi. W. of SR 99W Plum Creek (Bethel Rd.) Bridge Sec.	075	40108	RS-A549(3)	A549	Co. Rd.

Access Control None Parking Restrictions None System Revision N/A

Airports (within 2 Mi.) N/A ROW 60'

Water Development None Recreation & Historical Areas None

County Polk Code 053

A-95 Review:

State Cl. Ho..... Exempt___ Date Approved (See Remarks No. 2)

Dist.___Cl. Ho. ..... Exempt___ Date Approved_____ No Reply___

Project Environmental ~~Assessment~~ Action: FHWA Concurrence Dated 8-12-83

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 1 .

(2) Bridge No. 53C28.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___All Phases thru Final Envir. Document
___Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 27,800
88.15%	FF	$ 24,500
	STATE	$ 1,650
	County	$ 1,650

Should be Free BC thanks Less 3500

For PR-37:
Field Phase $
PS&E Phase $

REMARKS:
1) Attached is a copy of Parts 1, 2 & 4 of Project Prospectus & Project Map.
2) Your approval of this project is understood to be subject to comments received under the A-95 review process.

DRH:bkb

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
12-13-83	ORIGINAL SIGNED BY D. E. SWAN D.E. SWAN	PROJECT UNIT ENGINEER

10,127

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. PRO

Date: December 7, 1983

To: Executive Department
Federal-Aid Coordination Unit

Mid-Willamette Valley Council
of Governments
Attn: Clearinghouse Coordinator
400 Senator Building
220 High Street NE
Salem, OR 97301

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 3
Section: Plum Creek (Bethel Rd.) Bridge Section
Highway: Bethel County Road
County: Polk

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be January 23, 1984.

JLG:pf
Attachments

bc: D.E. Wilken, FHWA
H.S. Coulter
R.N. Bothman
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Cam Gilmour
W.J. Hart
C. O. Fredrickson, Region 2
R. A. Kuehn, District 3 Engineer
Aeronautics Division
David Powers, Parks
J.L. Gaither

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 | [12] APPLICANT: Department of Transportation | [45] | [46] DIVISION: Highway | [79]

03 | [12] APPLICANT ADDRESS STREET: Transportation Building | [45] | [46] CITY: Salem | [60] | [76] ZIP: 97310 | [80]

04 | [12] CONTACT PERSON: Gary A. Potter | [45] | [46] AREA CODE: 503 | [48] | [49] PHONE: 378 | [55] | [56] EXTENSION: 6564 | [59]

01 | [12] PROJECT TITLE: Plum Creek (Bethel Rd.) Bridge Section | [71]

11 | [12] PROJECT LOCATION—CITY: Bethel Co. Rd. | PROJECT LOCATION—COUNTY: Polk | PROJECT LOCATION: SEC: 18 & 19 T: 6 S R: 4 W | [79]

05 | SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 | [12] Replace narrow deteriorating wooden bridge with a structural plate pipe or | [71]

07 | [12] pipe arch culvert. (See Attached Part 3 of Project Prospectus and Location | [71]

08 | [12] Map). | [71]

09 | [12] | [71]

10 | [12] | [71]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
[12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
$177,200		$12,090	$12,090		$201,400

13 | [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) | [45] | [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) | [79]

14 | [12] FEDERAL PROGRAM TITLE: Title 23 USC Highways | [71]

15 | [12] FEDERAL AGENCY NAME: U.S. Department of Transportation | [45] | [46] FEDERAL SUB-AGENCY NAME: FHWA | [79]

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: December 7, 1983

(D) REVIEW REQUIRED by A-95 Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH: January [42] [43] DAY: 23 [44] [45] YEAR: 1984 [46]

ADDITIONAL INFORMATION–ALL APPLICANTS

I. A Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

•

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 12/7/83 *

VI. If project includes state funds (12C), identify agency Oregon State Highway Division

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project, Categorical Exclusion, according to the 1978 environmental quality guidelines.

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

PROJECT PROSPECTUS

PART 3 — PROJECT E RONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Bethel Road Bridge @ McCoy

REGION

2

ESTIMATED RIGHT-OF-WAY IMPACTS

Right-of-way impacts will be minor. Only 0.2 - 0.3 acre will be needed for fill slope construction.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The creek drains farm land. Land use will remain unchanged.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Bethel Road connects the farming community of Perrydale to Highway 99W. It is a major route for farm produce and commuters to Salem and McMinnville. The existing narrow, wooden structure is deteriorated and needs replacement.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

This is a tributary of Ash Swale Creek. This creek is a slow-moving, meandering stream which does not flow year around. Its major function is to drain farm land. There was no evidence of fish life in the tributary. Wetlands would not be affected by this project.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

This structure should be replaced before load limits become necessary.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

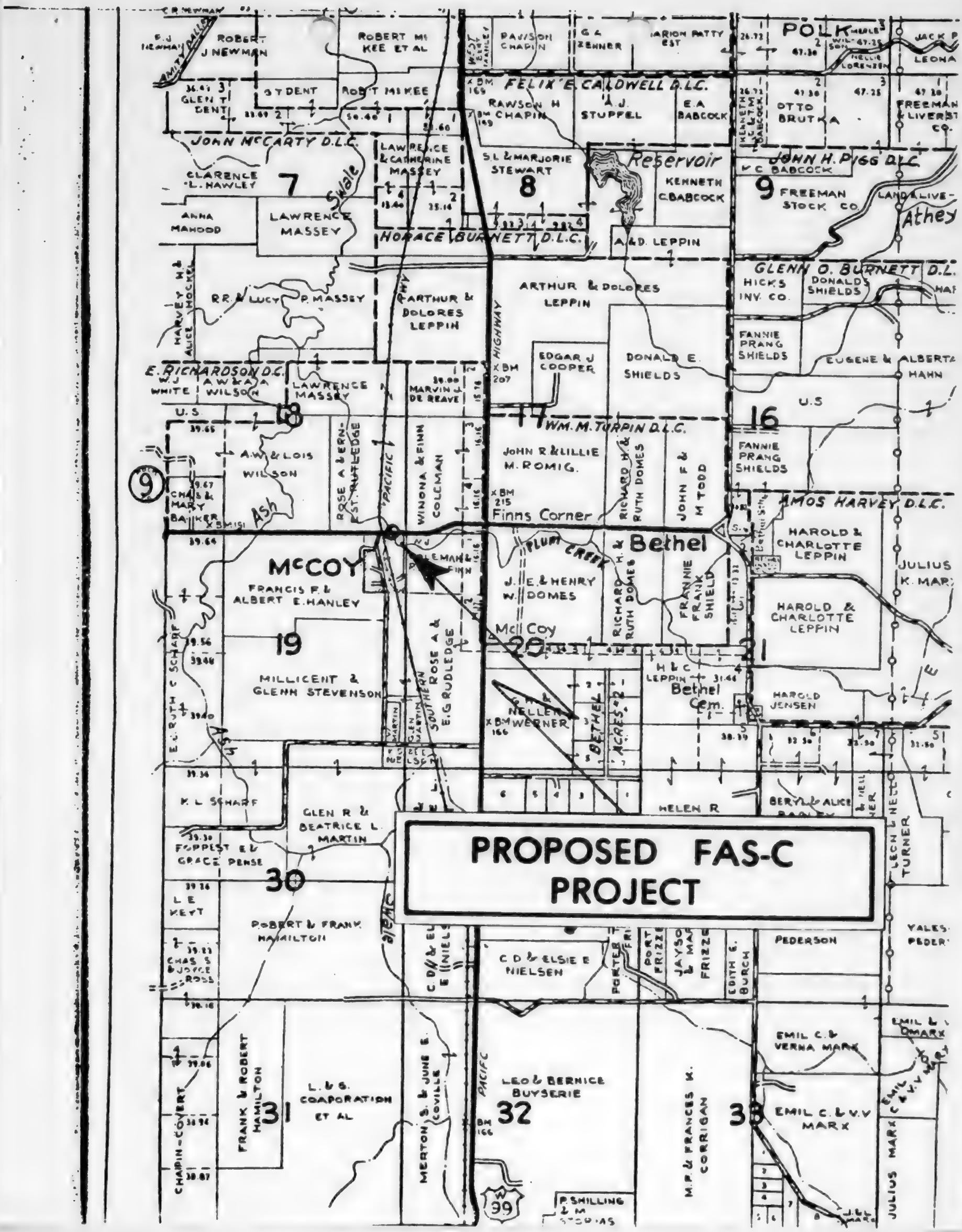
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Cultural Resource Clearance

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Michael K. Shultz	378-2626	

734-1913 (7-82)


ROBERT J NEWMAN
ROBERT MCKEE ET AL
PAWSON CHAPIN
G.A. ZEHNER
MARION PATTY EST
POLK
JACK P
LEONA
FELIX E CALDWELL D.L.C.
RAWSON H CHAPIN
A.J. STUPPEL
E.A. BABCOCK
OTTO BRUTKA
FREEMAN & LIVERST CO.
JOHN McCARTY D.L.C.
GLEN T DENT
ROBT MCKEE
LAWRENCE & CATHERINE MASSEY
S.L. & MARJORIE STEWART
Reservoir
KENNETH C. BABCOCK
JOHN H. PIGG D.L.C.
V.C. BABCOCK
FREEMAN STOCK CO.
LAND & LIVE-
Athey
CLARENCE L. HAWLEY
ANNA MAHOOD
LAWRENCE MASSEY
Sable
HORACE BURNETT D.L.C.
A & D. LEPPIN
GLENN O. BURNETT D.L.
HICKS INV. CO.
DONALD SHIELDS
HARVEY H. & ALICE HOCKEL
RR & LUCY P. MASSEY
ARTHUR & DOLORES LEPPIN
HIGHWAY
FANNIE PRANG SHIELDS
EUGENE & ALBERTA HAHN
E. RICHARDSON D.C.
W.J. WHITE
A.W. & A.A. WILSON
LAWRENCE MASSEY
MARVIN J. DE REAVE
EDGAR J COOPER
DONALD E. SHIELDS
U.S.
WM. M. TURPIN D.L.C.
JOHN R. & LILLIE M. ROMIG
RICHARD H. & RUTH DOMES
JOHN F. & M TODD
FANNIE PRANG SHIELDS
AMOS HARVEY D.L.C.
A.W. & LOIS WILSON
CHAS. & MARY BAKER
ROSE A. & ERNEST RUTLEDGE
PACIFIC
WINONA & FINN COLEMAN
Finns Corner
Ash
PLUM CREEK
Bethel
HAROLD & CHARLOTTE LEPPIN
JULIUS K. MARX
McCOY
FRANCIS F. & ALBERT E. HANLEY
J. E. & HENRY W. DOMES
McCoy
FRANNIE FRANK SHIELD
HAROLD & CHARLOTTE LEPPIN
MILLICENT & GLENN STEVENSON
H & C LEPPIN
Bethel Cem.
HAROLD JENSEN
NELLE WERNER
BETHEL ACRES
K. L. SCHARF
GLEN R & BEATRICE L. MARTIN
HELEN R
BERYL & ALICE
LECH L NELLE TURNER
FORREST E & GRACE PENSE
PROPOSED FAS-C PROJECT
ROBERT & FRANK HAMILTON
C.D. & ELSIE E NIELSEN
PORTER FRIZZE
JAYSON & MARY FRIZZE
EDITH E. BURCH
PEDERSON
YALES PEDER
CHAS. S. & JOYCE ROSS
EMIL C. & VERNA MARX
FRANK & ROBERT HAMILTON
L. & S. COAPORATION ET AL
MERTON S. & JUNE E. COVILLE
PACIFIC
LEO & BERNICE BUYSERIE
M.P. & FRANCES K. CORRIGAN
EMIL C. & V.V. MARX
JULIUS MARX
CHAPIN-COVERT
P. SHILLING & M.
99

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

July 26, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Bethel Road Bridge @ McCoy
Bethel Road
Polk County
RS-A549(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CONCUR
for Division Administrator 8/12/83 Date
FHWA OREGON DIVISION

CMG:lb

Attachments (4)

ENVIRONMENTAL SECTION
August 15, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Cost & Records Spec
Surfacing Design
General Files
C. O. Fredrickson
Mike Shultz
William Fretwell
John Gunter
Don Keyes

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Bethel Road Bridge @ McCoy

REGION: 2

ESTIMATED RIGHT-OF-WAY IMPACTS

Right-of-way impacts will be minor. Only 0.2 - 0.3 acre will be needed for fill slope construction.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The creek drains farm land. Land use will remain unchanged.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Bethel Road connects the farming community of Perrydale to Highway 99W. It is a major route for farm produce and commuters to Salem and McMinnville. The existing narrow, wooden structure is deteriorated and needs replacement.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

This is a tributary of Ash Swale Creek. This creek is a slow-moving, meandering stream which does not flow year around. Its major function is to drain farm land. There was no evidence of fish life in the tributary. Wetlands would not be affected by this project.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

This structure should be replaced before load limits become necessary.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

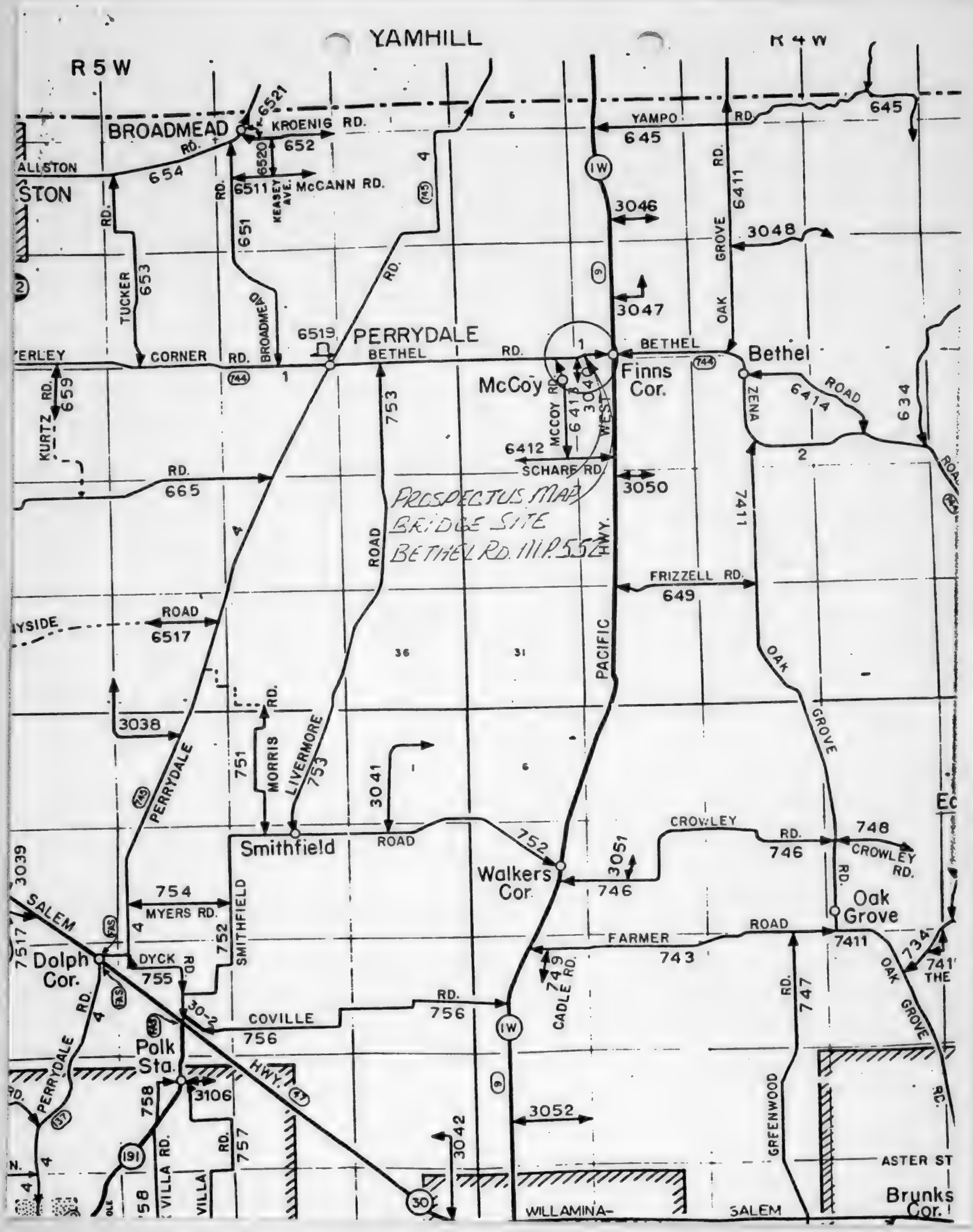
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Cultural Resource Clearance

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Michael K. Shultz	378-2626	August 12, 1983

734-1913 (7-82)


YAMHILL
R 5 W
R 4 W
BROADMEAD
KROENIG RD.
652
6521
6520
KEASEY AVE.
McCANN RD.
6511
654
ALLISTON
651
TUCKER
653
BROADMEAD
6519
PERRYDALE
BETHEL RD.
CORNER RD.
PERLEY
659
KURTZ RD.
665
753
ROAD
6517
3038
751
MORRIS RD.
LIVERMORE
753
3041
Smithfield
ROAD
752
754
MYERS RD.
SMITHFIELD
752
3039
7517
SALEM
Dolph Cor.
DYCK RD.
755
COVILLE
756
Polk Sta.
758
3106
VILLA RD.
757
3042
3052
WILLAMINA-SALEM
HWY.
PERRYDALE RD.
YAMPO RD.
645
3046
3048
3047
6411
OAK GROVE RD.
BETHEL
Finns Cor.
McCoy
MCCOY RD.
6412
SCHARE RD.
3050
WEST
6413
3049
ZENA
6414
ROAD
634
Bethel
FRIZZELL RD.
649
7411
PACIFIC
OAK GROVE
3051
CROWLEY RD.
746
748
Walkers Cor.
Oak Grove
FARMER ROAD
743
749
CADLE RD.
747
734
741
GREENWOOD
ASTER ST
Brunks Cor.
PROSPECTUS MAP
BRIDGE SITE
BETHEL RD. III P.552

10,127

STATE OF OREGON

INTEROFFICE MEMO

TO: Phil Stearns
Region Federal Aid Specialist

DATE: June 21, 1983

FROM: Don Thurston
Region Location Supervisor

SUBJECT: Bethel Rd Bridge @ McCoy
Br. No. 53C28
Bethel Rd A549
Polk County

4500 FREE BR

Attached for approval and forwarding is the Project Prospectus for the subject survey.

Comparative estimates were made for replacement with a pipe or bridge. The pipe option was far cheaper.

The estimates were made based on the 36' section shown on the County's detail map. I called Ralph Blanchard and he confirmed that a 32' section is adequate. This would be the same as Ash Swale Bridge.

Please fill in the recommended letting and program year if necessary.

DT:sr
Attch

cc: File w/attch

Contains Recycled Materials

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 1938

SECTION Plum Creek (Bethel Rd) Bridge Section (Br.No. 53C28)
~~Bethel Rd Bridge @ McCoy~~

REGION 2

SURVEY AUTHORITY

AUTHORIZATION NO. 1 | PREFIX 527-1991 | DATE 6-21-83

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$	$ 6,500	915	AUDITS	$	$	933	SURFACE DESIGN	$	$ 500
902	CITIZEN'S INVOLVEMENT			916	PHOTO-GRAMMETRY			934	GEOLOGY		
903	LOCAL GOVERNMENT			918	LOCATION			935	SOILS		200
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC		250
905	FINAL DESIGN		3,000	920	PROGRAM MANAGEMENT		100	937	HYDRAULICS		1,500
906	BRIDGE DESIGN		2,000	921	SPECIFICA-TIONS		3,000	938	REGION ENVIRONMENT		250
907	PRELIMINARY DESIGN			922	ADMIN. SERVICES		100	949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION		2,000	923	ENVIRONMENTAL SECTION		200	950	TRAINING		
910	REGION GEOLOGIST		2,000	924	D.O.T.			955	R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION			925	AIR MONITORING			960	PERSONAL LEAVE		
912	LANDSCAPE			926	FOUNDATION		5,000	980	PUBLIC HEARING		
913	RIGHT-OF-WAY LIAISON		500	927	FREE BRIDGE DESIGN						
914	REGION UTIL-ITY LIAISON		500	932	RAILROAD & UTILITIES		200				

	TOTALS	$ 27,800
RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER RS-A 549 (3)	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate to replace existing structure with a structural plate pipe or pipe arch.

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards
Terpin
3 Troct
Wekerlig

RECEIVED
FEB 16 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE 10/3/83
RECOMMENDED, REGION ENGINEER X by Philip O. Stern	DATE 7-7-83	APPROVED, ASST. HIGHWAY ENGINEER FOR ~~TECH.~~ SERVICES	DATE 9-27-83
RECOMMENDED, LOCATION ENGINEER X Donald E. Terpin	DATE 7/27/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 12-22-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01938

SECTION Plum Creek(Bethel Rd) Bridge Section ~~Bethel Rd Bridge @ McCoy~~ (Br. No. 53C28)

REGION 2

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
		FROM 5.46 TO 5.56	0.1 mi

☐ URBAN ☑ RURAL	CITY	COUNTY	ROAD/STREET NAME
		Polk	Bethel Road

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
	A549	Polk County

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ ~~29.0~~ 27.8	GRADING (✓)	✓	FILES (#)	2
RIGHT OF WAY		$ 0.8	PAVING (✓)	✓	ACRES (#)	0.2
ROADWAY	$ 90.7		STRUCTURES (✓)	✓	RELOCATIONS (#)	0
STRUCTURES	$ 15.2		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 17.1				RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 48.6		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 171.6	WORK TYPE (1-12)	5	☑ CONTRACT ☐ OTHER ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	
TOTAL ESTIMATE		$ ~~201.4~~ 200.2				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	FAS-C	

RECOMMENDED PROGRAM REVISIONS

	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL				$
☐ POSTPONE ☐ CANCEL				$

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	Arch Pipe
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	On Paved Shldr
AVERAGE DAILY TRAFFIC	640	
YEAR OF AVERAGE DAILY TRAFFIC	1980	

DEFINE THE PROBLEM

Existing wooden structure is narrow (23.2')

and deteriorated.

PROPOSED SOLUTION

Replace the existing structure with a structural pipe or pipe arch. This alternate appears less expensive than a new bridge.

REQUESTED, REGION ENGINEER	DATE
X by Phillip O. Stein	7-7-83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS	DATE
X	
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION	DATE
X	

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Bethel Rd Bridge @ McCoy (Br.No. 53C28)

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	S A	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	S A	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	S A	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N A	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS		OLD (#) / NEW (#)	
						UTILITIES		(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
2			

COMPANIES

Portland General Electric Co
G.T.E. (Telephone Co.)
Perrydale Water District

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS
						55	AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING					2			10		10			2				
	On Shldr				4			12		12			4				On Shldr
PROPOSED																	

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class 'B' AC	4"	2"			
Aggregate Base	16"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	Structural Plate Arch 13'3" x 9'4"		15,200	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Bethel Road Bridge @ McCoy

REGION

2

ESTIMATED RIGHT-OF-WAY IMPACTS

Right-of-way impacts will be minor. Only 0.2 - 0.3 acre will be needed for fill slope construction.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The creek drains farm land. Land use will remain unchanged.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Bethel Road connects the farming community of Perrydale to Highway 99W. It is a major route for farm produce and commuters to Salem and McMinnville. The existing narrow, wooden structure is deteriorated and needs replacement.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

This is a tributary of Ash Swale Creek. This creek is a slow-moving, meandering stream which does not flow year around. Its major function is to drain farm land. There was no evidence of fish life in the tributary. Wetlands would not be affected by this project.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

This structure should be replaced before load limits become necessary.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

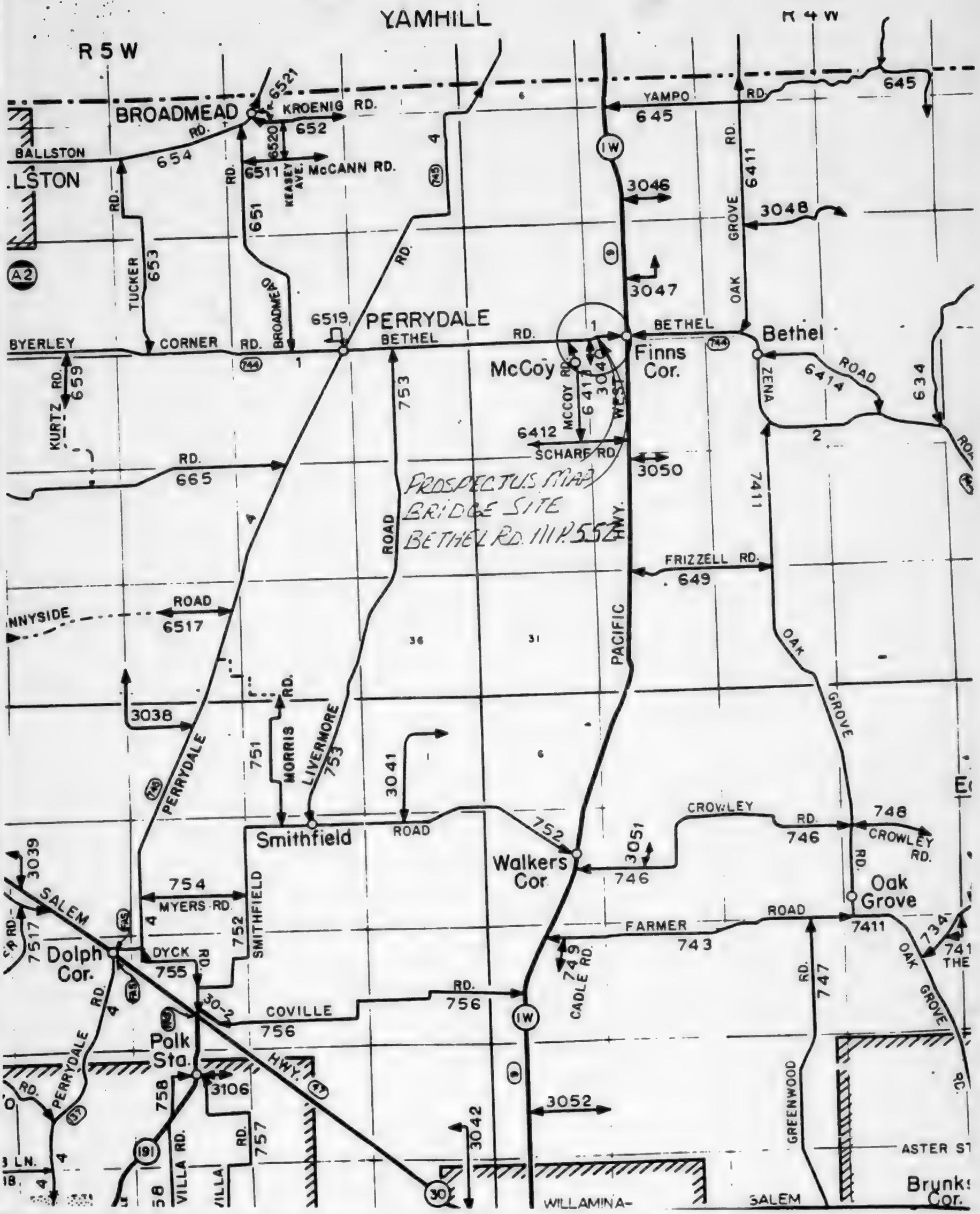
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Cultural Resource Clearance

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Michael K. Shultz	378-2626	August 12, 1993


YAMHILL
R 5 W
R 4 W
BROADMEAD
KROENIG RD.
6521
652
6520
BALLSTON
654
6511
KEASEY AVE.
McCANN RD.
651
TUCKER
653
BROADMEAD
RD.
YAMPO
645
RD.
645
6411
GROVE
OAK
3046
3048
3047
6519
PERRYDALE
BETHEL
RD.
BYERLEY
CORNER
RD.
744
1
McCoy
Finns
Cor.
Bethel
6414
ROAD
634
KURTZ
RD.
659
753
MCCOY RD.
6412
SCHARF RD.
3050
7411
665
PROSPECTUS MAP
BRIDGE SITE
BETHEL RD. III P. 552
HWY.
FRIZZELL RD.
649
ROAD
6517
3038
751
MORRIS
LIVERMORE
753
3041
PACIFIC
OAK
GROVE
PERRYDALE
Smithfield
ROAD
752
CROWLEY
RD.
746
748
3051
Walkers
Cor.
Oak
Grove
7411
3039
754
MYERS RD.
SALEM
7517
SMITHFIELD
752
DYCK
RD.
755
Dolph
Cor.
FARMER
ROAD
743
749
CADLE RD.
747
734
COVILLE
RD.
756
Polk
Sta.
3106
758
757
HWY.
3052
3042
GREENWOOD
ASTER ST
WILLAMINA-
SALEM
Brunks
Cor.

FEDERAL AID PROJECT REQUEST

Date April 20, 1983

Applicant Agency Polk

Request for: Off-System ____, FAS-C X, FAUS ____ Project

Federal Aid Route No. A 549 Route Name Bethel Road (M-1)

Project Name Bethel Road bridge M.P. 5.51 at McCoy.
Bridge No. 53C28 Plum Crk (Bethel Rd) Br

Project Length 0.05 Project Location (Attach sketch map)

Project Description This project to replace old timber structure with structured plate pipe or structural plate arch

Average Daily Traffic 875 (15% trucks) Design Speed 55 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) (See Vicinity Map)

Width ____ Travel Lanes 2 Shoulders ____
Medians ____ Parking ____
Sidewalks ____
Remarks ____

2. Desired Roadway Cross Section: (Attach sketch) (See Vicinity Map)

Width ____ Travel Lanes ____ Shoulders ____
Medians ____ Parking ____
Curbed ____ Length Curb Radii ____
Sidewalk/Bikeway ____
Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 feet Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location None required

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? None required

4. **Permanent Striping:**

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None required

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location M.P. 5.51 Bethel Road (McCoy)

Type Timber Bridge No. 53C28

Approach Roadway Width See vicinity map Shoulder Width

Length Width

To remain in place? No

2. **Proposed Structure:**

Location Structural plate pipe or structural plate arch

Approximate Size: Length Width

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure?

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Provide for traffic

Remarks Road must be kept open except for some possible short periods of closure

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — C. Ralph Blanchard, Polk County Roadmaster Office
2. Environmental — C. Ralph Blanchard, Polk County Roadmaster Office
3. Public Hearing — C. Ralph Blanchard, Polk County Roadmaster Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State X Consultant _____

County will furnish vicinity map.

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?

Yes_____ No X

If "yes," describe briefly: _____

_____

_____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 15,000.
Right-of-way costs (if participating)	
Traffic control	5,000.
Illumination	
Structures	18,000.
Railroad	
Other Engineering & contingencies	6,000.
Preliminary engineering	4,000.
PROJECT TOTAL	$ 48,000.

Remarks _____

_____

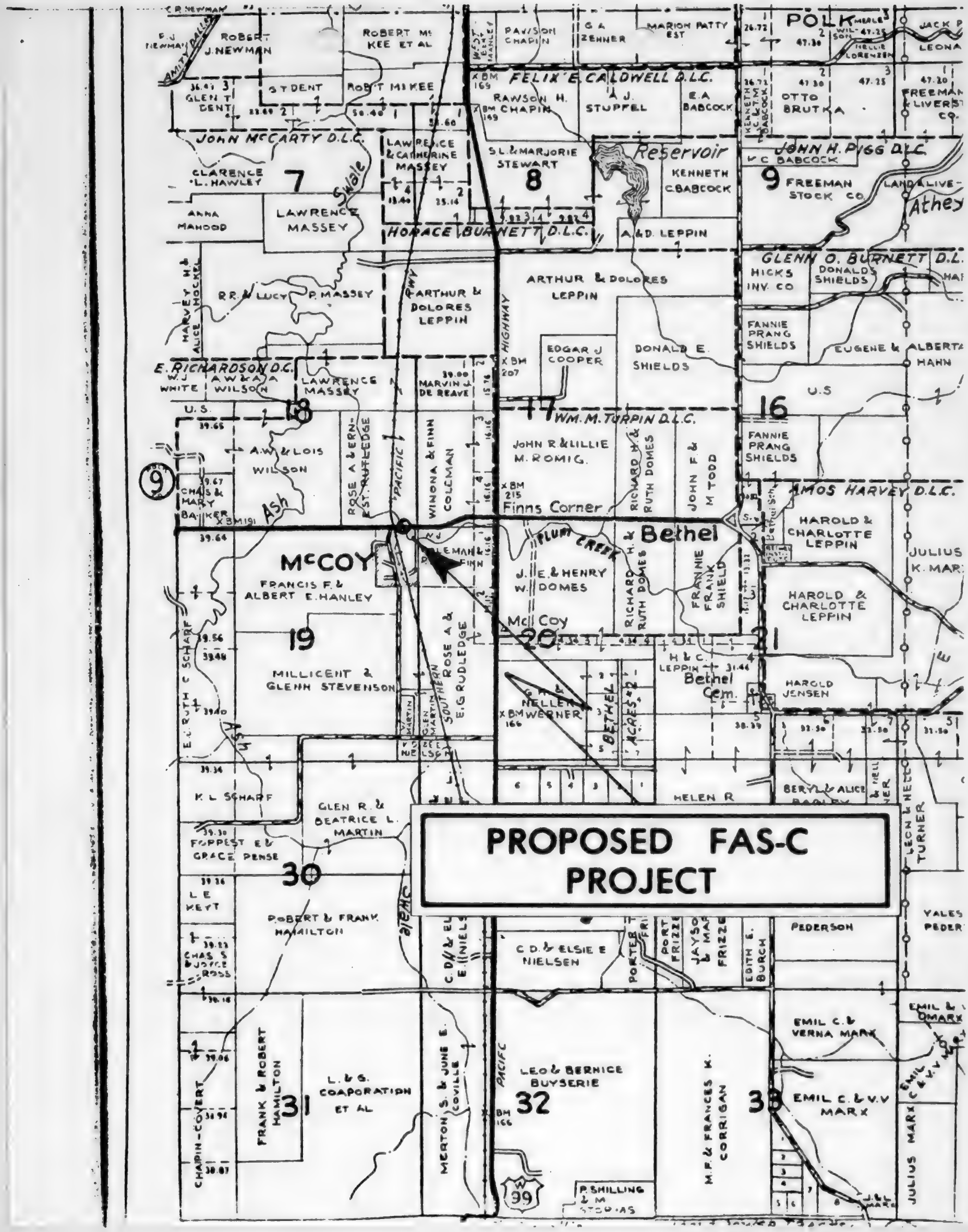
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or _____ COUNTY

By _____ By Benj. L. Vrazill

By _____ By Henry A Clark Jr

By Robert C Landon


ROBERT J. NEWMAN
ROBERT Mc KEE ET AL
PAWSON CHAPIN
G A ZEHNER
MARION PATTY EST
POLK
JACK P
LEONA
AMITY DALLEY
ROBERT J. NEWMAN
STUDENT
ROB'T McKEE
GLEN T DENT
FELIX E. CALDWELL D.L.C.
RAWSON H. CHAPIN
A J. STUPPEL
E.A BABCOCK
OTTO BRUTKA
FREEMAN & LIVERST CO.
JOHN McCARTY D.L.C.
LAWRENCE & CATHERINE MASSEY
S.L. & MARJORIE STEWART
Reservoir
KENNETH C. BABCOCK
JOHN H. PIGG D.L.C.
V C BABCOCK
FREEMAN STOCK CO.
CLARENCE L. HAWLEY
7
Swale
8
9
ANNA MAHOOD
LAWRENCE MASSEY
HORACE BURNETT D.L.C.
A & D. LEPPIN
Athey
GLENN O. BURNETT D.L.
HICKS INV. CO
DONALDS SHIELDS
HARVEY H & ALICE HOCKEL
R.R. & LUCY P. MASSEY
ARTHUR & DOLORES LEPPIN
HIGHWAY
FANNIE PRANG SHIELDS
EUGENE & ALBERTA HAHN
E. RICHARDSON D.C.
W.J WHITE
A.W. & A.A WILSON
LAWRENCE MASSEY
MARVIN DE REAVE
EDGAR J COOPER
DONALD E. SHIELDS
U.S.
18
17
WM. M. TURPIN D.L.C.
16
FANNIE PRANG SHIELDS
A.W. & LOIS WILSON
ROSE A & ERNEST RUTLEDGE
PACIFIC
WINONA & FINN COLEMAN
JOHN R. & LILLIE M. ROMIG
RICHARD H. & RUTH DOMES
JOHN F. & M TODD
AMOS HARVEY D.L.C.
CHAS & MARY BAKER
Ash
Finns Corner
Bethel
HAROLD & CHARLOTTE LEPPIN
JULIUS K. MAR
McCOY
FRANCIS F. & ALBERT E. HANLEY
PLUM CREEK
J. E. & HENRY W. DOMES
RICHARD H. & RUTH DOMES
FRANNIE FRANK SHIELD
19
20
21
MILLICENT & GLENN STEVENSON
McCoy
HAROLD & CHARLOTTE LEPPIN
H & C LEPPIN
Bethel Cem.
HAROLD JENSEN
K. L SCHARF
GLEN R. & BEATRICE L. MARTIN
HELEN R
BERYL & ALICE
LEON & NELLO TURNER
PROPOSED FAS-C PROJECT
FORREST E & GRACE PENSE
30
L E KEYT
ROBERT & FRANK HAMILTON
C.D. & ELSIE E NIELSEN
PEDERSON
YALES PEDER
EMIL C. & VERNA MARX
FRANK & ROBERT HAMILTON
31
L. & S. COAPORATION ET AL
MERTON S. & JUNE E. COVILLE
LEO & BERNICE BUYSERIE
32
M.F. & FRANCES K. CORRIGAN
33
EMIL C. & V.V MARX
JULIUS MARX
CHAPIN-COVERT
P. SHILLING & M STODDAS
39

1985 Tualatin Valley Hwy, @ SW. 10,128
185th Ave. Sec. of Tualatin Valley
Hwy. (Gr, pav, sign & sigs.) #1

C+A - 6879 - 4-4-79

10,128

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Ted Spence
Metro Region

DATE: December 30, 1983

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Project No. IX-32(7)
Tualatin Valley Hwy. @ S.W. 185th Ave. (Aloha) Sec.
Tualatin Valley Highway
Washington County

As indicated on the attachments, the estimated total cost and Federal funds required exceed the funds approved by the Metropolitan Service District on the subject project. Would you please take appropriate action to obtain MSD approval for the additional funds or advise as to what action is necessary to fund the increase.

CL:bkb
Attachments

cc: G. Zehner
K. Bunk

a

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

PRO 6
034-1990

TO: D. E. Swan
Program Control Engineer

DATE: December 15, 1983

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Tualatin Valley Highway @ SW 185th Avenue
Tualatin Valley Highway
Washington County
034-1990
IX-32(7)

The preliminary engineering costs to develop the subject project exceed the present authorization. To assist you in requesting supplemental federal funding, we offer the following comments:

At the request of Washington County, the project has been extended two blocks south along SW 185th Avenue. This increase in scope requires additional funds for function 901 (Project Manager), 905 (Final Design), 909 (R/W Descriptions), 918 (Location), and 921 (Specifications). In addition, funds are required for functions 933 (Surfacing Engineer), 936 (Region Traffic), and 938 (Region Environmental).

The preliminary engineering costs are $201,300.

Attached is an itemization by P.E. function.

FET:RTN:ge
Attachment

cc Ted Spence w/attachment
Don Berg w/attachment

81-125-1387

Contains Recycled Materials

IX-32(7)

PRELIMINARY ENGINEERING

		AUTHORIZATION APPROVED BY FHWA	REVISED AUTHORIZATION REQUESTED
901	Project Manager	$ 52 600	$ 75 000
902	Citizens Involvement	5 000	5 000
903	Local Government	500	500
904	Consultants Fees		
905	Final Design	6 000	15 000
906	Bridge Design	1 300	1 500
907	Preliminary Design	1 000	1 000
909	R/W Descriptions	2 000	10 000
910	Region Geology	2 500	3 200
911	Traffic Section	4 500	5 000
912	Landscape Department	1 000	1 000
913	R/W - Liaison	6 000	10 000
914	Region Utility Liaison	600	1 100
915	Audit Services		
916	Photogrammetry	3 900	3 900
918	Location	1 000	4 000
920	Program Management		400
921	Specifications	2 000	5 000
922	Adm Services (Engineering)	100	100
923	Environmental Section	40 000	40 500
924	DOT-Planning	500	500
925	Air Monitoring	3 000	3 000
926	Structural Foundations		
927	Bridge Design for Counties		
932	R/W Utility Engineer		200
933	Surfacing Engineer		500
934	Chief Geologist		
935	Soils Engineer		
936	Region Traffic		800
937	Hydraulics		
938	Region Environmental		2 100
949	Urban Studies Unit		
950	Training Courses	500	2 300
955	Employee Reloc. Assistance		
960	Personal Leave	500	500
961	Administrative Leave		
980	Public Hearing Charges	9 500	9 000
985	EEO Monitoring Expense		
908	FIELD TESTING SECTION	$	$ 200
		$ 144 000	$ 201 300

SECTION: TUALATIN VALLEY HWY @ S.W. 185TH AVE.

HIGHWAY: TUALATIN VALLEY

COUNTY: WASHINGTON

PREFIX: 034-1990

10,128

SUPPLEMENTAL NARRATIVE REPORT

TUALATIN VALLEY HIGHWAY
AT
S.W. 185th AVENUE

REVISION TO ADD RIGHT TURN LANE

NOVEMBER 1983

PURPOSE

The purpose of the Revision is to improve traffic flow along 185th Avenue by providing right-turn lanes on the Northwest and Southwest corners of the intersection of Tualatin Valley Highway and 185th Avenue.

SCOPE

On the Northwest corner the proposed 13-foot right-turn lane shall have a storage of 120-feet and a 10:1 taper back to the 66-foot design width for 185th Avenue. On the Southwest corner a 16-foot right-turn lane shall follow a 100-foot radius which creates an island seperating it from the intersection. The close proximity of a railroad crossing to the intersection prompted the design for a 100-foot radius turn lane instead of a tapered turn lane.

TERMINI

The intersection of Tualatin Valley Highway and 185th Avenue between the Southern Pacific Railroad to the South, Alexander Street to the North, Station 'L' 133+00 to the West, and Station 'L' 127+00 to the East.

ALIGNMENT

An alignment was calculated for the gutterline of the Southeast corner turn lane to locate the curb returns and to extablish gutter grades.

TYPICAL SECTIONS

The typical sections of Tualatin Valley Highway will be: 14-foot median/left-turn refuge, two 12-foot travel lanes, two 11-foot travel lanes, two 4-foot bike lanes.

The typical sections for 185th Avenue will be: 14-foot median/left-turn refuge, four 11-foot travel lanes, two 4-foot bike lanes.

The right-turn lane Northbound will be 16-feet and Southbound will be 13-feet.

DRAINAGE

The Southeast corner will require two inlets for the total drainage. One is needed along the outer gutter of the island because the proposed gutter

grades flow toward the island corner. Another inlet is needed along the inner 100-foot radius of the turn lane where the inflowing grades and super elevation create a sag in the gutter profile. An 8-inch sewer pipe is proposed for the inlets instead of a 12-inch sewer pipe to avoid encroaching into the surfacing base. The flowline for the manhole at this corner is high due to matching into an existing sewer pipe. The smaller 8-inch pipe will provide better clearance.

Bike proof inlet grates should be installed on inlets.

BICYCLE PATHS

No change is proposed to the originally specified 4-foot lanes for bicycles for each direction at the intersection.

CURB

Type "C" curbs will be provided at the Northwest corner along the turn lane. The type "A" curb will end at Station "W" 11+17. The bike lane will be striped between the turn and through lanes.

In the Southwest corner type "A" curb will be carried along the 100-foot radius and type "C" curb around the island.

Wheel chair ramps will be constructed at the corners of the interseciton and at the island corners.

SURFACING DESIGN

There are no changes in the originally proposed surfacing design.

TRANSIT FACILITIES

The near-side bus shelter for Southbound 185th Avenue buses is located at Station "W" 13+10 and must be relocated to the far side of Tualatin Valley Highway at Station "W" 14+90. It will require a concrete pad to be built. The near-side bus shelter for Westbound Tualatin Valley Highway buses is located at Station "L" 129+60 and will not be relocated as proposed but will be removed.

The near-side bus shelter for Northbound 185th Avenue buses will be relocated from Station "W" 14+95 to the far-side of Tualatin Valley Highway at Station "W" 13+10. It will be placed where a fence and retaining wall are proposed. The fence and retaining wall will be constructed around the revised bus pad. The near-side bus shelter South of Tualatin Valley Highway at Station 131+40 must be relocated so that it stands completely on the proposed sidewalk and it must be changed from a type "B" to a type "A" shelter. Bob Heard has been coordinating these changes with Tri-Met.

DRIVEWAY

A 20-foot driveway will be provided for at the entrance to the Safeway Parking Lot at Station "W" 12+48 (Rt.) on 185th Avenue.

A 36-foot driveway will be provided for at the entrance of an off street parking area at Station "L" 128+30 (Lt.).

PARKING LOT

This is an expanded layout of the originally proposed lot. Surfacing design will be the same. Appropriate illumination should be provided. Drainage will have to be by sumps as outfall storm sewer run may be too high to connect. Grading of lot will be at direction of Project Manager after buildings are removed. The proposed stall layout shown is not firm.

LANDSCAPING

Low-level landscape planting should be provided on the island in the Southeast corner and within the parking lot where appropriate.

COST

The cost of adding the right-turn lanes to the intersection of Tualatin Valley Highway and 185th Avenue will be $20,000. This is a differential cost to be added to the original estimate. To obtain this cost the compiled quantities of items proposed in the original estimate that would not be needed because of the revision were subtracted from compiled quantities of items needed to construct the revision. Additional parking lot costs are $23,500. This $23000 is Additional to the $20 000 Above As Per Bob Schalk 11-8-83 DPO

RIGHT-OF-WAY

The intent is to purchase permanent Right-of-way 1-foot behind sidewalk in the area of Safeway's parking lot to avoid acquisition of "any" parking stalls. A temporary work area 5-feet in width will be needed to reshape the ground and restore parking stalls if damaged by construction.

Additional Right-of-way as indicated on plan is necessary for the larger parking lot.

Add. R/W $292,000

KRR:ap

November 1983
34-1990

Oregon State Highway Division — Sheet ____ of ____

Summary Bid Schedule – Cost Estimat — Date ____

Section TV Highway at 185th — County ____

Kind of Work Cost of Items already proposed To be removed for Revision — Length ____ Name ____

Item	Code	Unit	Quantity	Unit Cost	Total
Mobilization			8800	6%	550
Temp Prot. and Dir. of Traffic			8800	3%	250
Type "A" curb mod.		LF	631	6.00	3800
PCC walk		SY	377	11.00	4150
C G-1 inlet		ea.	1	400.00	400
12" sewer pipe		LF	34	12.00	410
Trench Exc.		CY	4	8.00	40
					8850
Subtotal					9600
E & C				40%	3900
Total					13500

Oregon State Highway Division — Sheet _____ of _____

Summary - Bid Schedule - Cost Estimate — Date _____

Section TV Highway at 185th — County _____

Kind of Work Cost of Revision. — Length _____ — Name _____

Item	Code	Unit	Quantity	Unit Cost	Total
Mobilization			7.86ac	6%	1250
Temp Prot. and Dir. of Traffic			7.86ac	3%	630
Gen. Excavation		CY	320	5.00	1600
AC (4")		TON	118	34.00	4000
CTB (11")		TON	318	15.00	4800
TYPE "C" Curb		LF	734	5.00	3700
P.C.C. Walk		SY	396	11.00	4360
G-1 Inlets		ea.	2	400	900
8" conc. sewer pipe		LF.	67	8.00	540
Trench Excavation		CY	8	9.00	70
Landscaping			Lump		1000
					20960
Subtotal					21500
E & C				40%	10800
Total					32300
R/W					

Job No. ....

Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for T.V. @ 18th Parking Lot Revisions

Made by K.R. 11-2-83 Checked by ....., 19.... Backchecked by ....., 19....

Add'l Parking Lot Construction (by planimeter)

Exc. →	260 C.Y. →	$1400
Agg. Base →	(10" THICK) = 170 C.Y. = ~340 Tons →	$3400
A.C. →	(3" THICK) = 104 TONS →	$2600
P.C.C. Island →	110 S.Y.	$1300
Type 'C' Curb (P.C.C.) →	520 + 2(90) = 700'	$3500
Sumps (2) →	$1,000	$1000
Landscaping →	~4,000# → $1,500	$1500
Striping →	$500	$500
Dwy. (P.C.C.) →	$300	$300

(15,500) Mobilization → (6%) → $900

(" ") Temp. Prot. & Dir. → (3%) → $450

Sub. → $16,850

Engr. & Cont. (40%) 6,700

(Illumination → in original Est.) TOTAL → $23,500

Additional To original Amount Estimated for Parking Lot Const (As per Bob Schadt 11-8-83 phone)

+ R/W

29

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Washington Co.

KEY ID#

SECTION Tualatin Valley Highway @ S.W. 185th Avenue
Tualatin Valley Highway #29 - Washington County

REGION Metro

SURVEY AUTHORITY

AUTHORIZATION NO. 3 | PREFIX 34-1990 | DATE November 4,1983

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 78,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT		5,000	916 PHOTO-GRAMMETRY		3,900	934 GEOLOGY		
903 LOCAL GOVERNMENT		500	918 LOCATION		1,100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		600
905 FINAL DESIGN		20,000	920 PROGRAM MANAGEMENT		400	937 HYDRAULICS		
906 BRIDGE DESIGN		1,500	921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		2,200
907 PRELIMINARY DESIGN		1,000	922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		15,000	923 ENVIRONMENTAL SECTION		40,500	950 TRAINING		2,500
910 REGION GEOLOGIST		3,200	924 D.O.T.		500	955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		5,000	925 AIR MONITORING		2,800	960 PERSONAL LEAVE		500
912 LANDSCAPE		1,000	926 FOUNDATION			980 PUBLIC HEARING		9,500
913 RIGHT-OF-WAY LIAISON		20,000	927 FREE BRIDGE DESIGN			908		200
914 REGION UTIL-ITY LIAISON		1,200	932 RAILROAD & UTILITIES		600			

	TOTALS	$ $220,300
RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION	$144,000
FEDERAL AID PROJECT NUMBER IX - 32(7)	ADD. AUTH. REQUIRED	$ 76,300

LOCATION ENGINEER'S REMARKS

The additional funds are necessary to complete the field and office design work, including adding Right-turn lanes on 185th and expanding parking lot in S.E. Quadrant and to adjust for expenditures against the previous authorization.

(901) Expenditures through 9/15/83	$69,500
Expenditures to date (11/2/83)	3,600
Estimated Cost to Complete and Submit	1,900
Estimated Cost to Project (901)	$75,000

NOTE: This is update of Authorization Request #3 submitted February 1983 but not processed.

1 Versteeg ✓
CY Anderson
4 Andal
CY Hannah
2 Edwards E on 12
Terpin
3 Trout
CY Wakerlig

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NOV 26 1983
ROAD DESIGN SECTION

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Action

PREPARED BY Curtis H. Thorp	DATE 12-1-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X Warren E. Edwards	DATE 4/16/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST HIGHWAY ENGINEER FOR TECH. SERVICES X E.J. Austin	DATE 4-12-84
RECOMMENDED, LOCATION ENGINEER X Frank E. Ripperin	DATE 4/19/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

VICTOR ATIYEH
Governor

Department of Environmental Quality

522 S.W. FIFTH AVENUE, BOX 1760, PORTLAND, OREGON 97207 PHONE: (503) 229-5696

October 4, 1983

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
OCT 19 1983
ROAD DESIGN SECTION

Do Not File ☐
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Action

Oregon Department of Transportation
Attn: Campbell Gilmour
Environmental Section
412 Transportation Building
Salem, OR 97310

Final date for Submission of Written Comments: October 24, 1983

Re: Tualatin Valley Highway-185th Intch.
AQ Highway File No. 34-8305
Proposed Indirect Source Permit

Gentlemen:

Your application for construction of an Indirect Source has been reviewed by the Department of Environmental Quality. The proposed Indirect Source Construction Permit for this facility is attached. You are invited to review the attached copy and submit any comments you may have in writing prior to the date indicated above. If the proposed permit is satisfactory, no response is necessary.

Any comment received from the public notice procedure will be available for your examination at the close of the 20-day notice period.

All comments received from you, the public and governmental agencies will be considered by the Department.

Sincerely,

Howard W. Harris

Howard W. Harris, Coordinator
Transportation Control Program
Air Quality Division

HWH:a
AA3882
Attachments

cy Ed Hardt done 10-13-83 dmc

RECEIVED
ENVIRONMENTAL SECTION
OCT 10 1983

Referred to
Proj. Coord. ____ Manager
Eng. Coord ____ Res. Coord. ____
Sec. ____ Adm. Asst. ____
File ✓

DEQ-1

INDIRECT SOURCE CONSTRUCTION PERMIT

Department of Environmental Quality
522 Southwest Fifth, Portland, OR 97204
Mailing Address: Box 1760, Portland, OR 97207

Issued in accordance with the provisions of
ORS 468.310 and OAR 20-100 through 20-135

INDIRECT SOURCE:

Tualatin Valley Highway at S.W. 185th Interchange

ISSUED TO:

Oregon Department of Transportation (Highway Division)
412 Transportation Building
Salem, OR 97310

PROPOSED

SOURCE SITE: **COUNTY:**

Tualatin Valley Highway
Aloha, Oregon Washington

ISSUED BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY

William H. Young, Director Date

Permitted Activities

Until such time as this permit is modified or revoked, Oregon Department of Transportation (Highway Division) is herewith permitted to construct and operate the above indirect source.

The specific listing of requirements, limitations, and conditions contained herein does not relieve the permittee from complying with all other rules and standards of the Department.

Permit Conditions for Highway Sections

1. The Highway Section approved for construction and operation shall be as follows:

   a. Tualatin Valley Highway - S.W. 185th Avenue Interchange

Reporting Requirements

The following reporting requirements shall be a condition of this permit:

2. If construction of the facility approved by this permit has not been completed within 15 months after the issuance date of this permit, the permittee shall submit reports of construction progress to the Department. Such reports shall be submitted initially 15 months after the issuance date of this permit and shall be submitted thereafter annually on the anniversary date of the permit until such time as the permitted construction is completed and the NCIS form has been submitted to the Department. Failure to comply with this condition may constitute justification for revocation of this permit.

Special Conditions

The following special conditions shall be a part of this permit:

3. The permittee shall employ all practicable control measures to minimize fugitive dust emissions during construction activity.

Notice of Construction

4. A notice of construction form, number NC-IS 34-8305 shall be completed and submitted to the Department following construction and prior to operation of this facility.

General Conditions

G1. This permit is subject to revocation for cause, as provided by law, including but not limited to:

a. Misrepresentation of any material fact or lack of full disclosure in the application including any exhibits thereto, or any other additional information requested or supplied in conjunction therewith.

b. Violation of any of the requirements, limitations, or conditions contained herein.

c. Initiating or completing any modifications of this facility which are subject to review by the Department under OAR Chapter 340, Sections 20-100 through 20-135, without prior notice to and approval by the Department.

d. Failure to commence construction of this facility prior to 18 months following the date of issuance of this permit by the applicant.

e. Failure to commence construction of any planned incremental phase of the facility within 18 months of the time period stated for that phase in this permit.

f. Violation of any applicable statute or rule, standard, or order of the Environmental Quality Commission or the Department.

G2. The Director may grant extensions of the time periods stated in this permit upon a satisfactory showing by the permittee that such extension is justified.

G3. Prior to sale or exchange of the indirect source, the owner shall:

a. Notify the Department and supply the following information:

1) Name of new Owner and address of new Owner

2) Responsible person to contact

(a) Address
(b) Telephone number

b. Inform the prospective owner of the requirements, limitations, or conditions contained herein.

NOTE: A new permit with the same conditions as this permit will be issued to the new owner automatically, unless changes in operation of the facility will significantly increase motor vehicle-related emissions. In the case of a change in operations, a review of the changes would be made and appropriate permit conditions developed to ensure compliance with Department rules.

TRA 7.8
.5,

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. ENV 3

September 9, 1983

Howard Harris
Department of Environmental Quality
P.O. Box 1760
Portland, OR 97207

NOTED
E. S. HUNTER

RE: Indirect Source Construction
Permit Application
Tualatin Valley Highway @
S.W. 185th Interchange
Tualatin Valley Highway
Washington County

Dear Mr. Harris:

Attached is our completed Indirect Source Construction Permit application for the subject project. Attached to the application is a copy of the Air Quality Report, a copy of the Final Environmental Impact Statement, and a permit application checklist to assist you in processing the application.

If you have any questions, please contact Tim Thex at 378-8486.

Sincerely,

Cam Gilmour, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

CMG:THT:dmc

cc: Ed Hardt
Larry Rice

bc: Ed Hunter
Tim Thex

RECEIVED
TECHNICAL SERVICES
SEP 13 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Staff | Agt | File

Form 734-3122

Department of Environmental Quality
Air Quality Division
522 Southwest Fifth Avenue, Portland, OR 97204
Mailing Address: Box 1760, Portland, OR 97207

INDIRECT SOURCE CONSTRUCTION PERMIT APPLICATION

APPLICATION TO: ( ) Construct a New Indirect Source
(x) Modify an Existing Indirect Source

An Indirect Source Construction Permit shall be applied for at least 90 days in advance of the anticipated shart of construction. The Department may request additional information within 15 days of receipt of this application. The Department will act to approve or deny a completed application within 60 days after receipt of the completed application.

1. Project Information

Project Name Tualatin Valley Highway at S.W. 185th Interchange

Address of Project Tualatin Valley Hwy. (Street) Aloha (City) OR (State) (Zip)

Nature of Business Highway Construction

Estimated Construction Date April 1984 No. of Parking Spaces _____

(Please include information requested pursuant to OAR 340-20-100 through 20-135)

(For parking permits, see the second page of this form)*

2. Applicant Information (Permit will be issued to this person, agency or business)

Business Name Oregon Department of Transportation (Highway Division)

Mailing Address 412 Transportation Bldg. (Street) Salem (City) OR (State) 97310 (Zip)

Responsible Person to Contact Cam Gilmour 378-8486 Title Manager, Environmental Sec

Other Person Who May Be Contacted Tim Thex 378-8486 Title Coordinating Engineer Environmental Sec.

Corporation ( ) Partnership ( ) Individual ( ) Government Agency (x)

Signature of Applicant _____ (owner, operator, or developer) Date _____

Title Manager, Environmental Section Phone 378-8486

3. Consultant Information (If representing applicant)

Business Name _____

Mailing Address _____ (Street) (City) (State) (Zip)

Responsible Person to Contact _____ Title _____

Other Person Who May Be Contacted _____ Title _____

Where carbon monoxide air quality standards are projected to be violated in 1983, all projects will be evaluated for approvability on the basis of whether or not their contribution, or incremental increase to a carbon monoxide 8 hour average standard violation is no greater than 0.5 mg/m^3 8 hour average concentration.

AIPA (8/79)

10,124

File Copy N 29

STATE OF OREGON

INTEROFFICE MEMO

TO: Gordon Ballard, Bridge
Jack Cartwright, Utilities
Elmer Scofield, Traffic
Bill Zirbes, Traffic

DATE: August 23, 1983

FROM: Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

SUBJECT: T.V. Hwy. @ S.W. 185th Ave.
Taulatin Valley Hwy.
Washington County

Right of way requirements for the subject project are presently being determined and work in the Right of Way Description Unit is underway.

If right of way or easements for illumination, utilities, signs, or traffic signals located outside the roadway will be required, please furnish us with this information at your earliest convenience.

To meet our deadlines and priorities on this and other projects it is necessary that we receive this information by September 2, 1983.

DOC:ab
cc: L. E. George
L. L. Wallace
H. Wakerlig
K. Keller

Contains Recycled Materials

81-125-1387

SP*75663-125

Form 21-1300

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 83 2677

Data Sheet No. A-30632

Prefix 3/4-1990-910

Laboratory charge 30 02

Water

Project Tualatin Valley Hwy. at S.W. 185th Ave.

Highway Tualatin Valley Highway No. 29

Contractor ..... No. .....

Submitted by C.J. Eshelman

Source of Material Sta. 133+00 100' Left

Sampled or inspected at Jobsite

Sampled or inspected by R. Jennison 3-21-83

Date received 3-22-83

Date reported 3/28/83

To be used Culvert

Quantity represented 1 bottle

pH = 6.79

Conductivity = 225 umhos

Resistivity = 800 ohms cm

Versteeg .....
Ament PR .....
Adams .....
Bacnab .....
Stevenmeyer .....
Terpin .....
Trout .....
Wakefield .....

RECEIVED
MAR 29 1983
ROAD DESIGN SECTION

Do Not File
Return To .....
Bring Up .....
Action .....

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- xx ☐ Files

ST-00003-724

x C. Eshelman
x Don Adams - Road Design

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Jack Sullivan

29

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17
34-1990

TO: Ed Hardt
Metro Region Engineer

DATE: March 10, 1983

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Tualatin Valley Highway @ SW 185th Avenue
Tualatin Valley Highway
Washington County
Prefix 34-1990

Attached is a copy of Notice 81-1 effective November 1, 1981 and a copy of a supplemental letter dated September 21, 1982 from John C. Jenkins.

The survey you have submitted for the above-named project does not comply with the requirements as stated in the Notice.

Please see that these requirements are fulfilled, and that the results are submitted to the Final Design Section.

FET:PL:ge

Attachments

cc J. H. Versteeg w/att
D. R. Adams

Versteeg ✓	RECEIVED	
Anderson		
Adams		
Macnab	MAR 10 1983	Do Not File ☐
Stoudenmeyer		Return To
Terpin		Bring Up ____/____/____
Trout	ROAD DESIGN SECTION	Action
Wakerlig		

OREGON STATE HIGHWAY DIVISION

NOTICE

NUMBER: 81-1	Page 1 of 1
EFFECTIVE DATE: November 1, 1981	
CANCELLATION DATE: Further Notice	

OFFICE: Technical Services Branch

Issued By: E. N. Hunter
(SIGNATURE)

Assistant State Highway Engineer
(TITLE)

DISTRIBUTION:

Materials Section
Construction Branch
Region Engineers
Resident Engineers

SUBJECT: Soil and Water pH and Resistivity Testing at Culvert Installation Sites

General:

Soil and water pH and resistivity are environmental factors generally considered to play a significant role in determining corrugated metal culvert durability.

Purpose:

To establish a procedure to measure soil and water pH and resistivity at each proposed culvert installation site where corrugated metal pipe would be an option (alumimum alloy, aluminum-coated steel, or galvanized steel).

Instructions:

During the location field survey, soil samples will be taken of foundation material at each proposed culvert installation site where the use of metal pipe would be an option. The backfill soil must also be sampled. If there is evidence of corrosion in other metal culverts handling the same stream flow, water samples will be required. This applies to new culvert installations, as well as to the extension of existing culverts. If the foundation soil changes significantly throughout the length of the culvert, or if the backfill material shows evidence of variability, more than one sample of foundation material and backfill material will be required.

All samples will be sent to the Engineering Laboratory in Salem for testing. A sample should weigh at least 50 pounds and may be submitted in either a heavy plastic or canvas bag. The sample data sheet should show the station, anticipated culvert size, whether the material is for foundation or backfill, and any appropriate comments about the condition of metal culverts in the vicinity.

~~FILE: MAT~~
FILE: MAT 4-6

STATE OF OREGON

INTEROFFICE MEMO

ATTACH TO Notice No 81-1 From ES Hunter

TO: Edward Hardt
C. O. Fredrickson
Alfred Shirley
Dale D. Allen
Robert D. Hector

DATE: Seprember 21, 1982

From: John C. Jenkins, PE
Engineer of Materials

Subject: Samples for Culvert Environment Tests

On November 1, 1981, E. S. Hunter issued OSHD Notice No. 81-1 relating to the sampling and testing of soil and water for pH and resistivity at culvert sites.

This notice required that a sample of at least 50 pounds be submitted to the laboratory. This sample size was selected, in our inexperience, to cover all possible soil types, including some pretty rocky ones. We are finding that the majority of samples contain much more material than we need.

In the interest of reducing sampling and shipping costs, we recommend that the standard sample be reduced to 10 to 15 pounds. The amount of material that can be packed into a plastic bag, such as that used for 6 x 12 concrete cylinders, should be adequate. If the soil is very rocky, the large pieces may be removed and 10 to 15 pounds of the smaller material submitted.

gs

cc: E. S. Hunter
W. E. Schwartz
C. T. Keasey
J. H. Versteeg
F. E. Terpin

RECEIVED
SEP 24 1982
LOCATION SECTION

NOTED
F. E. TERPIN

10,128

Addendum

To The

Narrative Report

TV Highway @ S.W. 185th Avenue

Tualatin Valley Highway

Washington County

Prefix 34-1990

February 1983

The purpose of this addendum is to reflect the following modifications made to the project after the public hearing was held:

Due to the construction of a proposed post office and other improvements on 185th Avenue, Washington County has requested that the southerly terminus of 185th Avenue be extended an additional 500± feet to offset the congestion and accident potential that would develop as a result of these improvements.

The northerly terminus of 185th has also been extended so that a left turn refuge east onto S.W. Alexander Street can be constructed.

An off-street parking lot is now being provided to replace parking lost due to the widening of the TV Highway.

Alternative No. 1 (as modified) recommended in the FEIS was used to prepare the estimate for this survey.

Total costs of the project is $1,713,300. This amount includes the construction of five lanes on 185th and on the T.V. Highway, an eight-phase signal, a railroad crossing and an off-street parking lot for the sum of $ 739 500 , plus right-of-way costs of $ 973,800 .

Any modifications to the original narrative report are as noted below:

MAPPING & CONTROL:

There is a U.S.C. & G.S. Monument (No. 71) located in the NW quadrant of 185th/Shaw Street intersection that will need to be relocated prior to construction.

HORIZONTAL ALIGNMENT:

No additional comment.

ROADWAY SECTION & BASE DESIGN:

The following roadway sections were used:

	Walk	*Shld.	Lane	Lane	Median	Lane	Lane	*Shld.	Walk
185th Ave.(Shaw St. North)	6	4	11	11	14	11	11	4	6
185th Ave.(Shaw St. South)	5.5	4	12	11	14	11	12	4	6
TV Highway	6	4	11	12	14	12	11	4	6

* Also serves as a bikepath

The additional width on 185th south of Shaw was the result of Washington County's request to match new curb construction in this area. The narrow walk dimension was also requested at the same time.

The T.V. Highway will be widened four feet (two-feet each side). This will narrow the sidewalks to six feet.

Washington County has requested the utilization of a type 'A' curb with four-foot gutter for both the T.V. Highway and 185th Avenue. The flat grades in this area justify this. Also, anything less than a four-foot gutter would compromise the bicycles using the shoulder.

The original narrative did not call for an overlay on the T.V. Highway because of the adverse crown, which is four percent in some places. Using the safe speed formula, a minus four percent super with a six-degree curve calculates to 39.7 m.p.h. Design speed for T.V. Highway is 35 m.p.h. Using the type 'A' curb would create problems matching the existing pavement so a 1½-inch overlay with one-inch patch is recommended. Also, the eight-foot minimum work area was deleted since, in most areas, the pavement would only have to be cut two-feet to accommodate the four-foot concrete gutter.

The original base design provided by the Location Section was used. The original estimate called for PMBB to be used in areas requiring stage construction. The present estimate does not reflect this. A February 15, 1983 conversation with John Scofield indicates that the setting time for either CTB or PMBB is about the same, so either mix could be used. CTB was used in the quantity calculations since it is cheaper and will most likely be the base used.

CTB was also used under the curbs when quantity calculations were computed, but alternate curb bedding should be considered.

Joe Fields from Salem Base Design notified this office on February 9, 1983 to use three inches of A.C. and ten inches of aggregate base for the off-street parking lot. This is based on P-Vehicles only with an occasional SU-Vehicle.

The abrupt dropping of the outside lanes on 185th at Stations 'W' 7+64 left and 'W' 21+65 right, should be delineated by means of a temporary extruded curb tapering from two travel lanes to one travel lane.

Bikeways

In a TAC meeting held May 18, 1981, it was determined to narrow the outside travel lane and sidewalk to pick up the four-foot shy distance for an on-street bikepath on both sides of the T.V. Highway.

Both the T.V. Highway and 185th will have four-foot concrete gutters, so this will be the means of delineating the bikeway from the adjacent travel lanes.

Materials

There is 2950 C.Y. of general excavation, with 2380 C.Y. excess which will most likely be disposed in the general area.

The 4100 tons of base and 4300 tons of A.C. can be provided by commercial suppliers in the area.

Drainage

No major changes from the original, except additions on the 185th Avenue extensions and for the parking lot.

Since the curb is now being moved out two-feet instead of one-foot, the existing sewers will have to be bent slightly to connect to the new "CG-2" inlets on T.V. Highway. This could be covered using either additional pipe, adding an "Extra for connecting pipe to inlet" item or covering the additional cost of hook-up to the CG-2 inlets in the special provisions.

Stage Construction

T.V. Highway Stage Construction: Under the present design, no lanes would need to be closed during the widening phase, since all construction would be in the parking lanes. The overlay would be handled under the usual procedures.

185th Avenue Construction: No additional comment except the use of CTB instead of PMBB.

Utilities

No changes, except that the relocated PGE pole line on 185th would require a five-foot easement on the east side (Washington County requires a 90-foot right-of-way on all new construction, which would provide for a five to six foot utility strip on both sides anyway). PGE would also require a ten foot easement for a guy stub opposite S.W. Alton Avenue (this area is in Tax Lot 6800 which will have to be purchased entirely, so no additional right-of-way would be required). Also, PGE would like the pole line on TV Highway moved to the north R/W of the railroad, and would require a ten foot easement from 124+00± to 135+00±.

PGE also has two underground conduits crossing under 185th at Stations 'W' 11+75± and 'W' 15+45±.

There is no utility strip adjacent to the Grange Hall (Station "W" 10+50± Lt.).

There is a water vault in the northeast quadrant of 185th/Shaw intersection that will have to be relocated. Layout of the water lines in this area has not been determined at this time. The layout will be forwarded when received.

Right-of-Way: (See R/W agent's report following narrative) 32 parcels of right-of-way totaling 1.31 acre are needed. Additional right-of-way will be required for the two passenger shelters on the T.V. Highway.

Railroad: The Southern Pacific Railroad line parallels the T.V. Highway and crosses 185th. The project includes railroad cantilever gates on 'W' line that are intertied to the main intersection eight-phase signal.

The Southern Pacific Transportation Company prefers that the maximum length of the cantilever gate be 38-feet. The gate only has to cover half of the turning lane. Allowing four-feet to the right of the curb for installation, 185th Avenue would require 4'+4'+11'+7=37 feet, which is at the upper limits, but would be acceptable.

The P.U.C. map for the crossing has been forwarded to Roger Trygstad.

Signals

No additional comment.

Special Provisions: (Contract items) - no major changes except minor quantity adjustments.

Off-Street Parking Lot:

An off-street parking facility is being provided to mitigate the impact of the elimination of on-street parking by Alternative 1. Several sites were studied by both the State and the County. Washington County selected Alternative No. 3, referenced in their Technical Report 82-1 "Evaluation of Parking Lot Alternatives Intersection of T.V. Highway - 185th Avenue" and requested same in an August 13, 1982 letter to ODOT.

This alternative and stall layout was reviewed by Tom Schwab, Transportation Analysis, and Ron Failmezger, Region Traffic Operations, and was accepted as workable.

Illumination for the parking lot will be designed by ODOT. The installation of two wood luminaire poles were used for the estimate calculations.

Curbs were not used for the estimate, but an extruded type 'F' or similar could be considered for drainage control, or revise the cross-section to divert all of the runoff into the two inlets provided.

Unit costs were provided as follows:

Bid Items	-	Bruce Walton, Cost Analysis
Signals	-	Tom Schwab, Transportation Analysis
RR Crossing	-	Roger Trygstad, RR & Utility Engineer
Illumination	-	Gordon Ballard, Bridge Design

LARRY MATHENY
Designer

pa

TRA 7-8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1. FEDERAL-AID PROJECT NO. IX-32(7)

LETTER OF APPROVAL AND/OR AUTHORIZATION

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90008

2A. COUNTY NAME
Washington

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1/12/83	Primary 32	Primary 27

10. GENERAL LOCATION:
T. V. Highway at SW 185th Avenue (Aloha) Section

11. GENERAL DESCRIPTION OF WORK
PS&E preparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility and railroad preparatory work. TEC $13,000 - F.F. $11,050
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required you are authorized to proceed with the work as shown above as requested by Mr. Swan's letter of 11/16/81.

Record of Decision for the subject project issued 1/12/83.

RECEIVED
STATE HWY ENGR
JAN 25 '83
REFER TO
Swan
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/12/83	D. K. Hansen	for Division Administrator

FORM FR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

TRH 7.5
D.1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

IX-32(7)

In Reply Refer to
File No.:
ENV 3

November 19, 1982

TO WHOM IT MAY CONCERN:

The enclosed copy of the Final Environmental Impact Statement for T.V. Highway @ S.W. 185th Avenue in Washington County, Oregon has been adopted by the Federal Highway Administration and filed with the Environmental Protection Agency and is being submitted for your review and comment. This document is being distributed with 23 CFR 771.

If it is your desire to further explore the impact of this project on the community, please address your comments to the Federal Highway Administration, The Equitable Center, Suite 100, 530 Center Street NE, Salem, OR 97301. This office would appreciate a copy of your comments.

Very truly yours,

Gary A. Potter, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

GAP:1b

Enclosure

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATIC

IX-32(7)

FHWA-OR-EIS-81-02-F

S.W. 185th AVENUE AT TUALATIN VALLEY HIGHWAY
WASHINGTON COUNTY, OREGON

FINAL ENVIRONMENTAL IMPACT STATEMENT

Submitted pursuant to 42 U.S.C. 4332(2)(c)
by the U.S. Department of Transportation

Federal Highway Administration
and
Oregon State Highway Division

October 19, 1982
Date

For FHWA
Title

11-25-81
Date

Assistant State Highway Engineer

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ABSTRACT: This Final Environmental Impact Statement addresses the improvement of S.W. 185th Avenue and Tualatin Valley Highway intersection. Two Build Alternatives and a No-Build Alternative were considered. The selected alternative will widen 185th Avenue to four through lanes as it approaches Tualatin Valley Highway, and left-turn lanes will be installed on all four legs of the intersection.

The purpose of the project is to improve traffic service and safety at this intersection and to remove non-local traffic from nearby city streets. Without improvements, the operation of this intersection would fall to an extremely poor level of service in the year 2000. In addition, through traffic attempting to avoid the current prohibition of left-turns from Tualatin Valley Highway onto 185th Avenue, would continue to use adjacent local streets, with congestion and hazardous conditions on these streets increasing as traffic volumes grow.

Summary

of

Environmental Impact Statement

for

S.W. 185th Avenue at Tualatin Valley Highway

Washington County, Oregon

1. FEDERAL HIGHWAY ADMINISTRATION

Administrative Action Environmental Statement

( ) Draft (X) Final

2. SUMMARY OF ACTION

The project involves the improvement of a hazardous and congested intersection in the unincorporated town of Aloha. Left-turn lanes will be added to all four legs of the intersection of Tualatin Valley Highway and 185th Avenue. 185th Avenue is now two lanes wide and will be widened to four through lanes as it approaches the intersection. Limited off-street parking will be provided as a mitigation for the removal of on-street parking along Tualatin Valley Highway. And, shoulder bike lanes on both 185th Avenue and Tualatin Valley Highway will be installed within the project limits. The general and specific locations of the proposed project are shown in Figure 1.

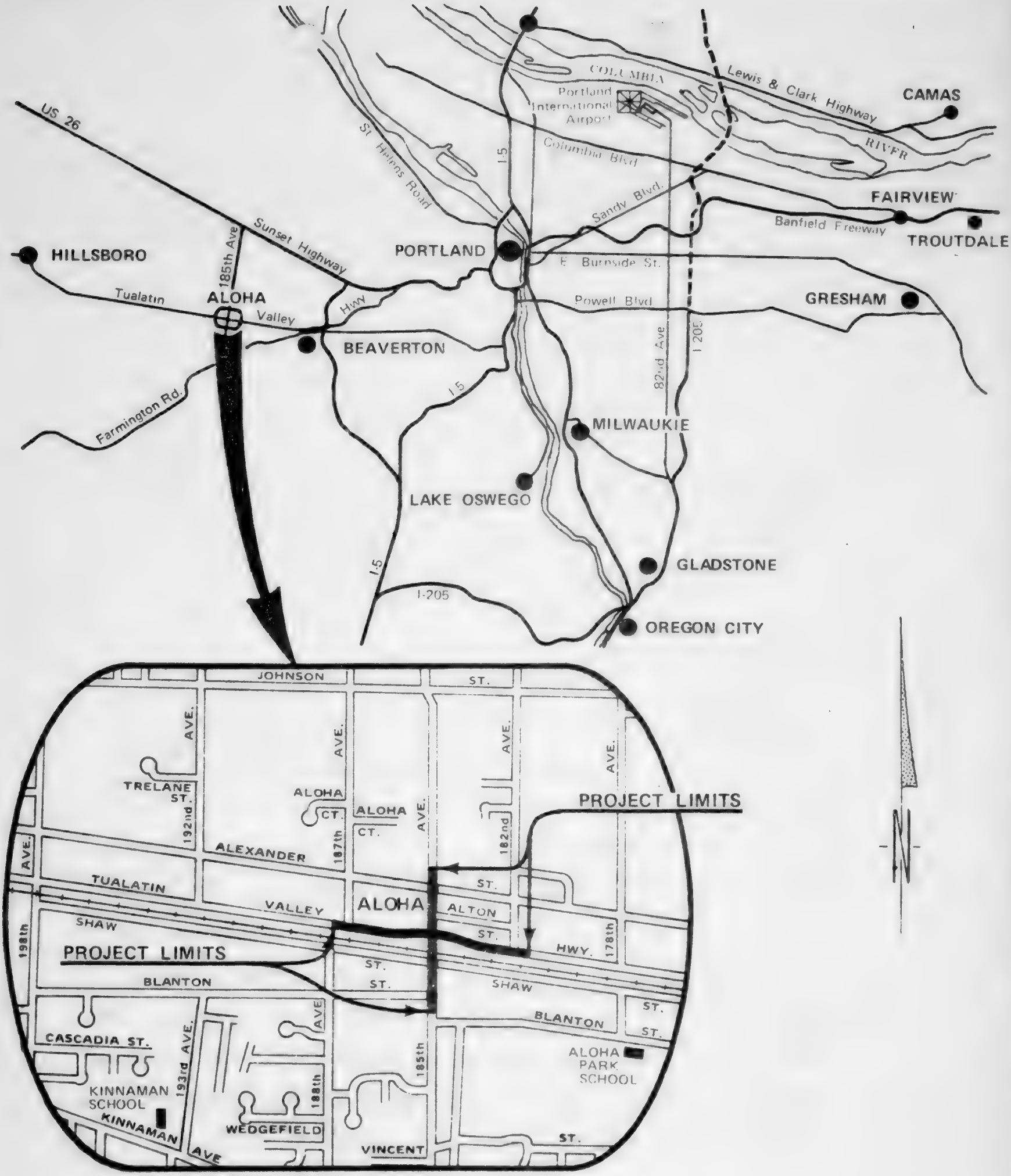

FIGURE 1

Project Location

3. SUMMARY OF MAJOR ALTERNATIVES CONSIDERED

Two Build Alternatives (Alternatives I and II) and a No-Build Alternative were advanced in the Draft Environmental Impact Statement. In both Build Alternatives, 185th Avenue's approach to the intersection would be widened to four lanes plus a left-turn lane.

In Alternative I (selected with modifications) most of the needed additional width of Tualatin Valley Highway will be gained through the removal of on-street parking east of 185th Avenue. This alternative will cost approximately $1.3 million.

In Alternative II (rejected) the alignment of Tualatin Valley Highway would have been shifted southward to flatten out the existing curve. This alternative would have required more right-of-way than Alternative I and would have provided a fully standard highway section with parking lanes and right-turn lanes to the south and north from Tualatin Valley Highway. The cost would have been approximately $2.3 million.

4. RELATED PROJECTS

A 1980 study published by the Oregon Department of Transportation recommended improving 185th Avenue between Cornell Road and Tualatin Valley Highway. The improvement would consist of upgrading the existing roadway and providing a continuous left-turn lane. If implemented, this

proposal would improve traffic flow on 185th Avenue, creating a greater need for traffic improvement at the intersection with Tualatin Valley Highway.

5. AREAS OF CONTROVERSY

The elimination of on-street parking by Alternative I was a controversial issue for those businesses affected. An off-street parking facility will be provided to mitigate this impact.

6. SUMMARY OF SIGNIFICANT ENVIRONMENTAL IMPACTS

The selected alternative will provide acceptable traffic operation through the 185th/Tualatin Valley Highway intersection beyond the year 2000, and will decrease the amount of out-of-direction travel on adjacent local streets. Safety will be improved on both 185th Avenue and Tualatin Valley Highway as through traffic will no longer need to turn left at non-signalized intersections to circumvent the currently prohibited left-turn movement.

Four small businesses and approximately thirteen jobs will be displaced by the selected project.

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PURPOSE AND NEED

The purpose of the proposed project is to provide adequate levels of service and safety for traffic through the intersection of 185th Avenue and Tualatin Valley Highway, and to relieve traffic congestion on local streets near the intersection.

Tualatin Valley Highway is one of two major east-west highways in Washington County, and 185th Avenue is the most heavily used north-south road west of the City of Beaverton. The traffic flow through the intersection of these two important routes is frequently interrupted by growing congestion on 185th Avenue. The situation at the intersection has also resulted in non-local traffic using adjacent community streets, creating congested conditions for local traffic circulation.

The traffic volume on 185th Avenue is expected to increase by approximately 50 percent in the next 20 years. To meet this anticipated increase, 185th Avenue will require widening where it approaches the intersection. It is currently two lanes wide and, while left-turns are permitted, there is no separate left-turn lane.

At its intersection with 185th Avenue, Tualatin Valley Highway is four lanes wide with left-turns prohibited. Left-turns were permitted as unprotected turns here until 1974 when

they were eliminated because of the growing accident rate (35 accidents in 1973). Since the left-turn was abolished, drivers who once turned left at the intersection have been using local side streets to reach their destinations. This has led to growing congestion and accidents on narrow community streets near the main intersection; Alexander Street is especially affected. The left-turn demand, already 2,200 a day, is expected to double in the next 20 years as development to the north and south continues. Restoring left-turns from Tualatin Valley Highway will satisfy this left-turn demand and reduce the congestion problems on local streets. Figure 2 shows current patterns of traffic circulation which have resulted from prohibiting the left-turns.

The present Level of Service (LOS) on Tualatin Valley Highway is "D", and on 185th Avenue it is "E".[1] Without the proposed improvements the local traffic system would fall to an LOS of "F" by the year 2000.

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[1] The concept of Level of Service (LOS) assigns a letter designation to degrees of traffic congestion, "A" to "F". LOS "D" is considered to be the minimum acceptable level of traffic service. A LOS "F" indicates that a roadway is no longer functioning adequately and an excessive delay during peak periods can be expected.

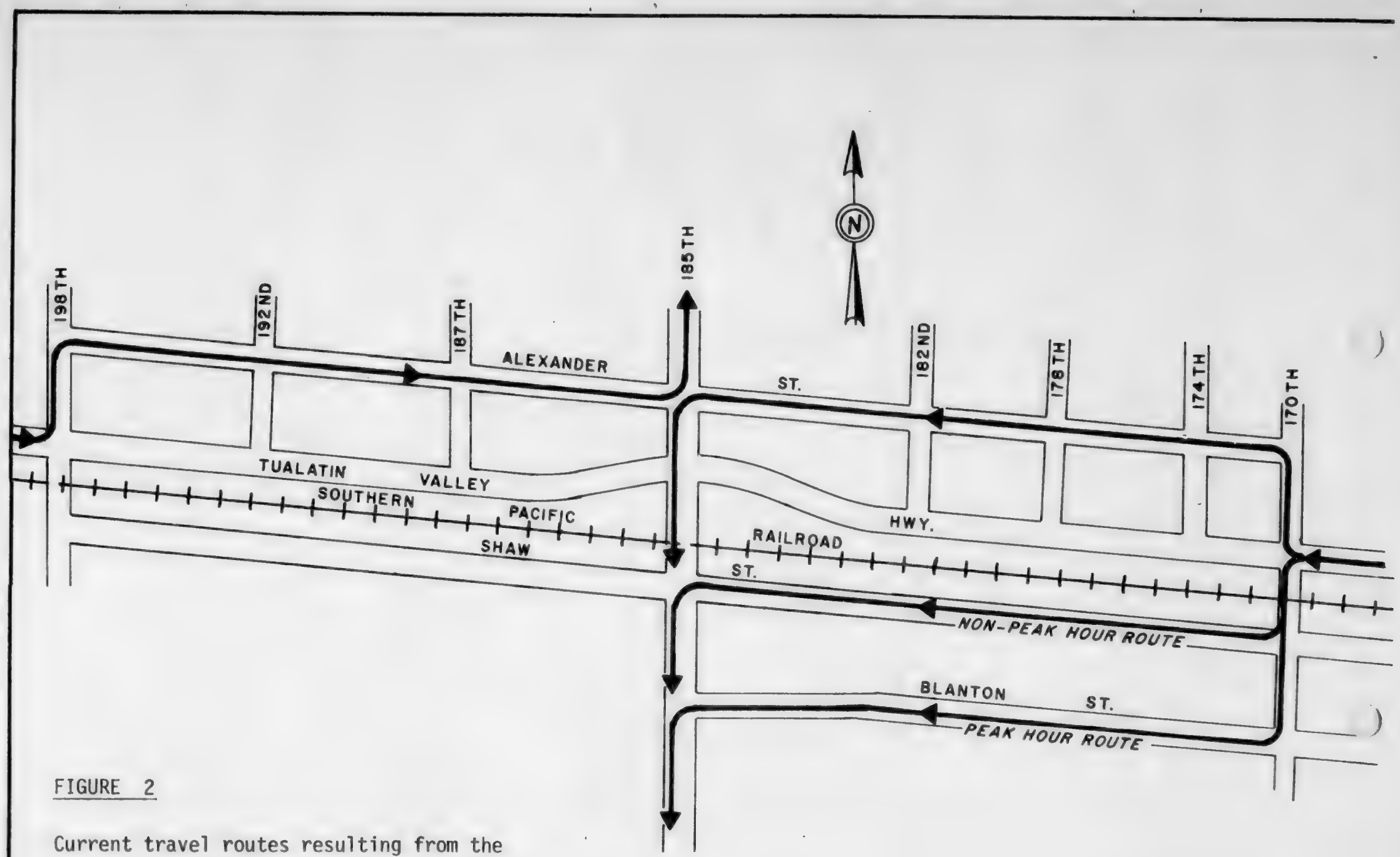


FIGURE 2

Current travel routes resulting from the prohibited left-turns on Tualatin Valley Highway at 185th Avenue.

ALTERNATIVES

Three alternatives were studied in the Draft Environmental Impact Statement (D.E.I.S.):

The No-Build Alternative (Figure 3) - Proposed to maintain the 185th/Tualatin Valley Highway intersection in its present form with a continued prohibition of left-turns from Tualatin Valley Highway onto 185th Avenue.

Build Alternative I (Figures 3 and 4) - Proposed to add left-turn lanes to all four legs of the intersection and widen 185th Avenue to four through lanes as it approaches the intersection. The cost of this proposal was $1.1 million.

Build Alternative II (Figures 3 and 5) - Proposed to include the same improvements as identified in Alternative I above; however, a realigned and wider roadway section would have been provided on Tualatin Valley Highway, and right-turn lanes would have been installed from Tualatin Valley Highway to 185th Avenue. The cost of this proposal was $2.3 million.

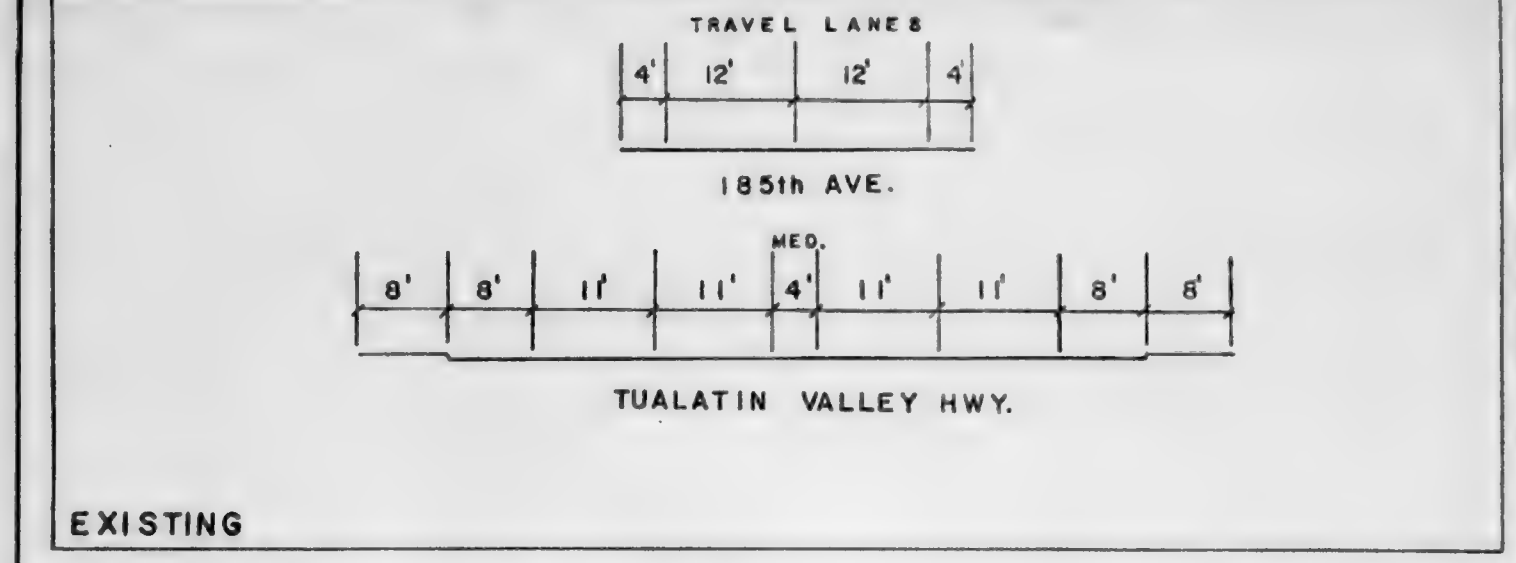


FIGURE 3 Cross-sections of Existing and Proposed Project Streets as Shown in the Draft Environmental Impact Statement

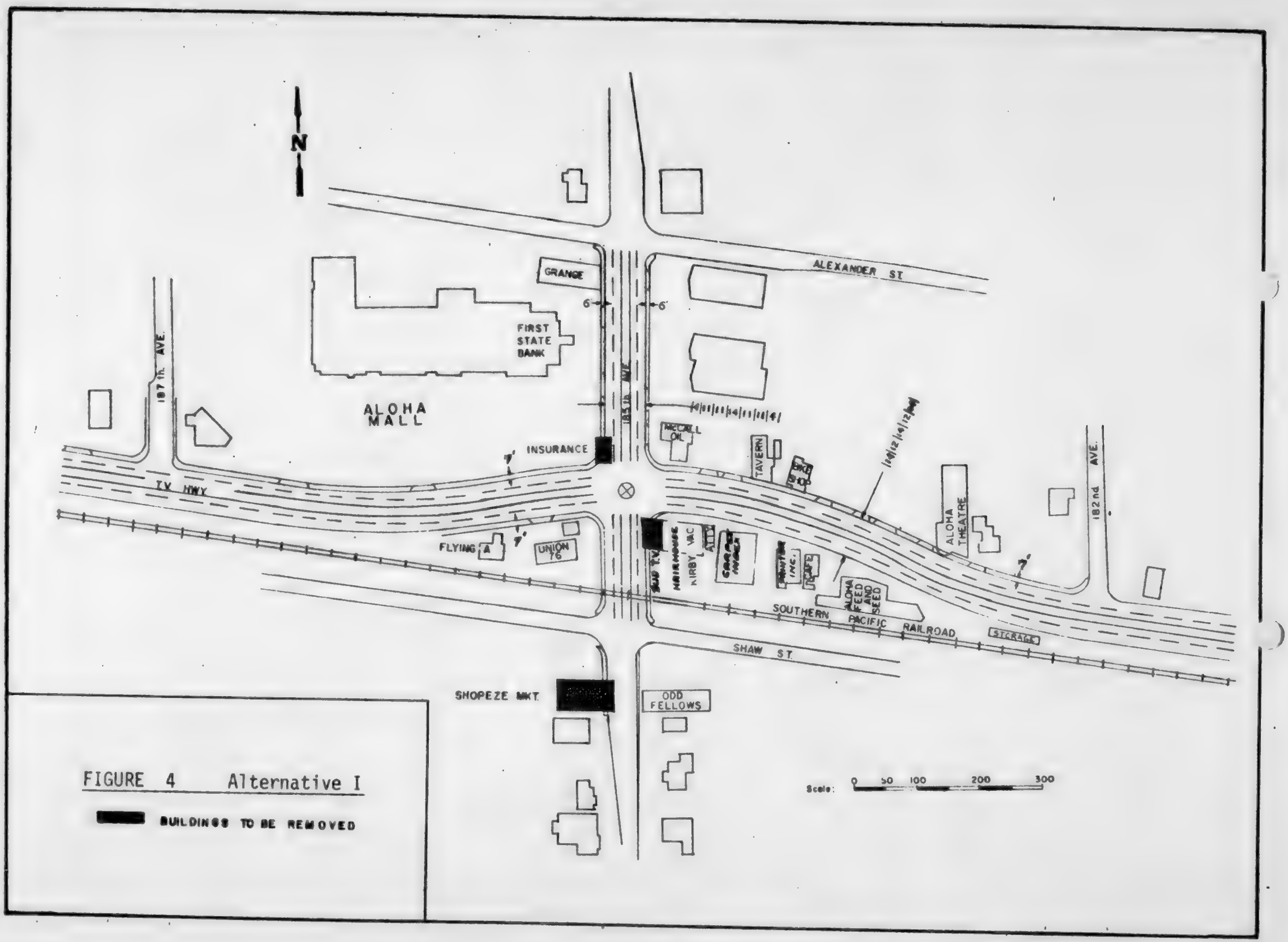


FIGURE 4 Alternative I

BUILDINGS TO BE REMOVED

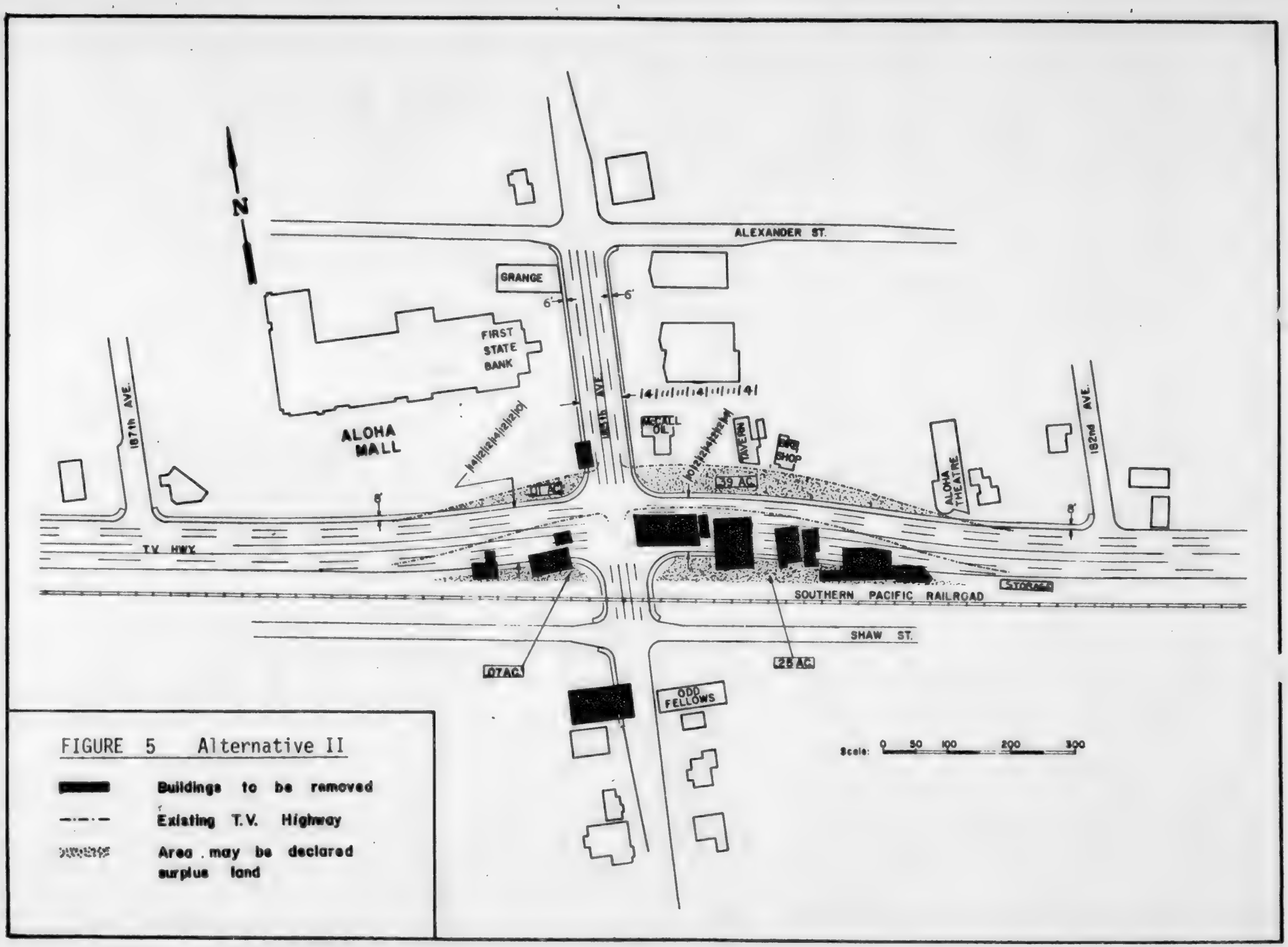


FIGURE 5 Alternative II

Buildings to be removed

Existing T.V. Highway

Area may be declared surplus land

SELECTION OF PREFERRED ALTERNATIVE

Based on the analysis in the D.E.I.S. as well as input from Washington County and the public, a modified Build Alternative I was selected for advancement. The modifications to Alternative I include the addition of a left-turn refuge at Alexander Street for traffic heading southbound to eastbound, an off-street parking lot to replace removed on-street parking, and bicycle lanes through the project section on Tualatin Valley Highway.

The No-Build Alternative was rejected because it failed to provide acceptable traffic operation through the project intersection for present and future traffic conditions. In addition, the No-Build did not provide a means to alleviate the present congestion and safety problems associated with non-local traffic using adjacent community streets.

The analysis in the D.E.I.S. revealed that both Alternatives I and II satisfied the project objectives equally well. The added features of Alternative II were that it:

A) Provided a straighter alignment on Tualatin Valley Highway by shifting the centerline approximately 50 feet to the south (however, the existing alignment meets highway standards);

B) Displaced those businesses which would be adversely impacted by the removal of on-street parking under Alternative I (some of these businesses have indicated that they cannot survive, without this parking);

C) Provided full roadway shoulders (10 feet) for emergency pull-offs; and

D) Provided right-turn lanes on Tualatin Valley Highway to 185th Avenue.

In that the project objectives could be met under either Build Alternative, it was determined that the advantages of Alternative II were not sufficient to justify the added $1.2 million that they would cost. Alternative II was, therefore, rejected as not being cost effective.

Several features were added to the selected Alternative I in order to improve the project's acceptability. The provision of an off-street parking lot was added to mitigate the loss of on-street parking for those businesses in the southeast quadrant of the intersection. The additional left-turn lane at Alexander Street was added at the specific request of Washington County. And, the bicycle lanes were added to Tualatin Valley Highway to comply with its designation as a Washington County bicycle route.

DESCRIPTION OF SELECTED ALTERNATIVE (FIGURE 6)

The curbs on Tualatin Valley Highway will be moved back two feet on each side to provide a new roadway width of 68 feet, with six-foot sidewalks remaining. This will allow two travel lanes in each direction, a left-turn median, and a bike lane adjacent to the curb on both sides. Existing on-street parking will be removed to enable the project to stay within the present right-of-way along Tualatin Valley Highway.

185th Avenue will be widened to provide the same lane configuration as on Tualatin Valley Highway. Additional right-of-way will be necessary, however, requiring the displacement of three businesses. The five lane section on 185th Avenue will taper to two lanes several hundred feet beyond Alexander Street on the north and at Blanton Street on the south.

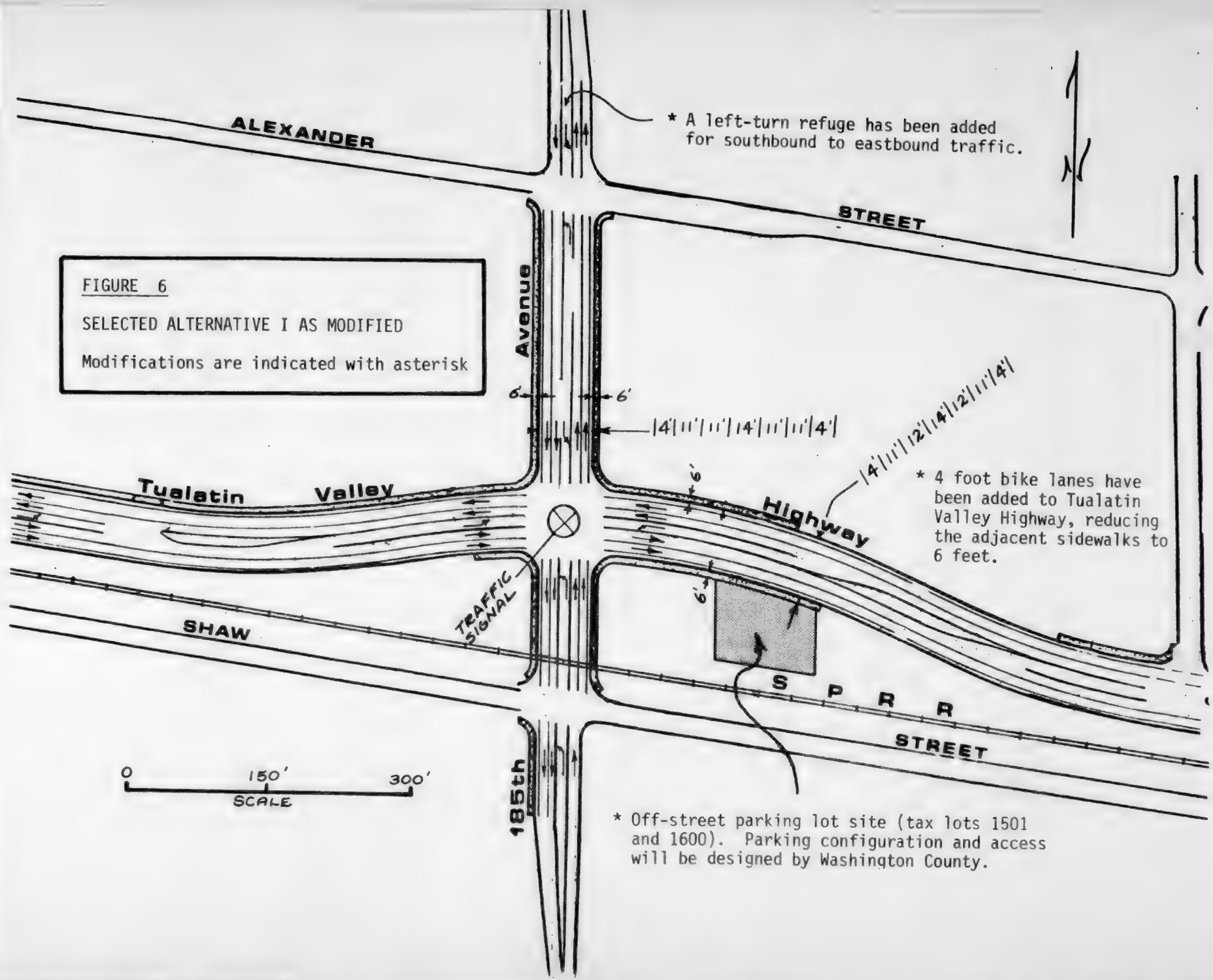
A public, off-street parking lot will be constructed on a site within the island of developed land in the southeast quadrant of the project intersection, between the railroad tracks and Tualatin Valley Highway. The site was selected by Washington County, based on their evaluation of fourteen different locations within this triangular island of land. The primary purpose of the lot is to mitigate the removal of present on-street parking for those businesses located within the island.

The total estimated cost of the selected alternative is $1.3 million in 1981 dollars, which includes the added cost for the off-street parking lot and the left-turn refuge at Alexander Street.

FIGURE 6

SELECTED ALTERNATIVE I AS MODIFIED

Modifications are indicated with asterisk


ALEXANDER
STREET
Avenue
* A left-turn refuge has been added for southbound to eastbound traffic.
6'
6'
4' 11' 11' 14' 11' 11' 4'
4' 11' 12' 14' 12' 11' 4'
Tualatin Valley Highway
6'
* 4 foot bike lanes have been added to Tualatin Valley Highway, reducing the adjacent sidewalks to 6 feet.
TRAFFIC SIGNAL
SHAW
6'
S P R R
STREET
185th
0 150' 300'
SCALE
* Off-street parking lot site (tax lots 1501 and 1600). Parking configuration and access will be designed by Washington County.

AFFECTED ENVIRONMENT

The purpose of this section is to describe the existing environmental setting as it relates to project impacts. Only those areas of the environment which would be affected by any of the three alternatives considered are described. These areas of probable impact are:

A) Traffic operation and safety;

B) Effect on local businesses of right-of-way acquisition and removal of on-street parking;

C) Traffic circulation through local city streets;

D) Traffic noise; and

E) Air quality.

No significant population, biological, hydrological, or topographic impacts are likely to occur, therefore, a description of their existing state has not been included below.

LOCATION

The project is centered in the unincorporated town of Aloha which lies about nine miles southwest of the central business district of Portland. Two rapidly growing cities lie at opposite ends of the Tualatin Valley Highway. Three miles to the east of Aloha is the City of Beaverton and seven miles to the west is Hillsboro.

SITUATION

Transportation: Tualatin Valley Highway is the main route between Beaverton and Hillsboro. It carries virtually all of the traffic between the two cities and serves areas

southeast of Beaverton. Its intersection with 185th Avenue forms the transportation hub of the fast-developing area lying between the two cities.

185th Avenue is the backbone of the north-south road system in the area. To the north it connects with U.S. Highway 26 which is the principal link to Oregon's coastal counties. South of Tualatin Valley Highway, 185th Avenue connects with Farmington Road (State Highway 208). Farmington Road is increasingly important because of rapid development in the area it serves.

Tri-Met, the regional transit agency, serves the center of Aloha with two bus routes. These routes are among the most heavily used in the Tri-Met system.

The Southern Pacific Railroad parallels Tualatin Valley Highway a few feet to the south of it. East and west of the project the railroad right-of-way runs up to the edge of the highway.

Existing Land Use and Socioeconomic Character: Aloha was originally a farm community and, although there is still much open land in the vicinity, most farming activities appear to have ceased. Most of the approximately 27,000 people which live in Aloha, reside within a radius of about three-quarters of a mile from the S.W. 185th Avenue/Tualatin Valley Highway intersection. Further out, the land is still largely undeveloped, even to the east, where there is about a mile of open space between Aloha and the steadily expanding, westward extension of Beaverton.

The residents of Aloha are largely white, upper middle class families. From field observation and information provided by local governments, there are believed to be few, if any, non-whites living or working in the area; however, other minorities are represented, primarily locally employed women.

The Aloha commercial area is essentially a seven block long by two block wide unit divided into four approximately equal quarters. North and south of this unit, for about three-quarters of a mile, the land is exclusively in low density single-family residences. East and west of it, development falls off rapidly to mainly open space dotted with an occasional older dwelling next to the highway. Most of the space north of the Tualatin Valley Highway, which is zoned for high density residential and office-commercial use, is still largely in low density single-family residences. East of 185th Avenue, between Shaw and Blanton Streets, much of the area zoned "medium density residential" has already been built up with multi-family units in spite of the lower density designation. However, some vacant land is still available within the immediate project area. Present zoning is shown in Figure 7.

Impacts of the proposed project would involve up to fourteen small businesses, twelve of which are on the south side of Tualatin Valley Highway. Eleven of these are built upon one of the only two islands of buildable land on that side of the highway in the ten miles between Beaverton and

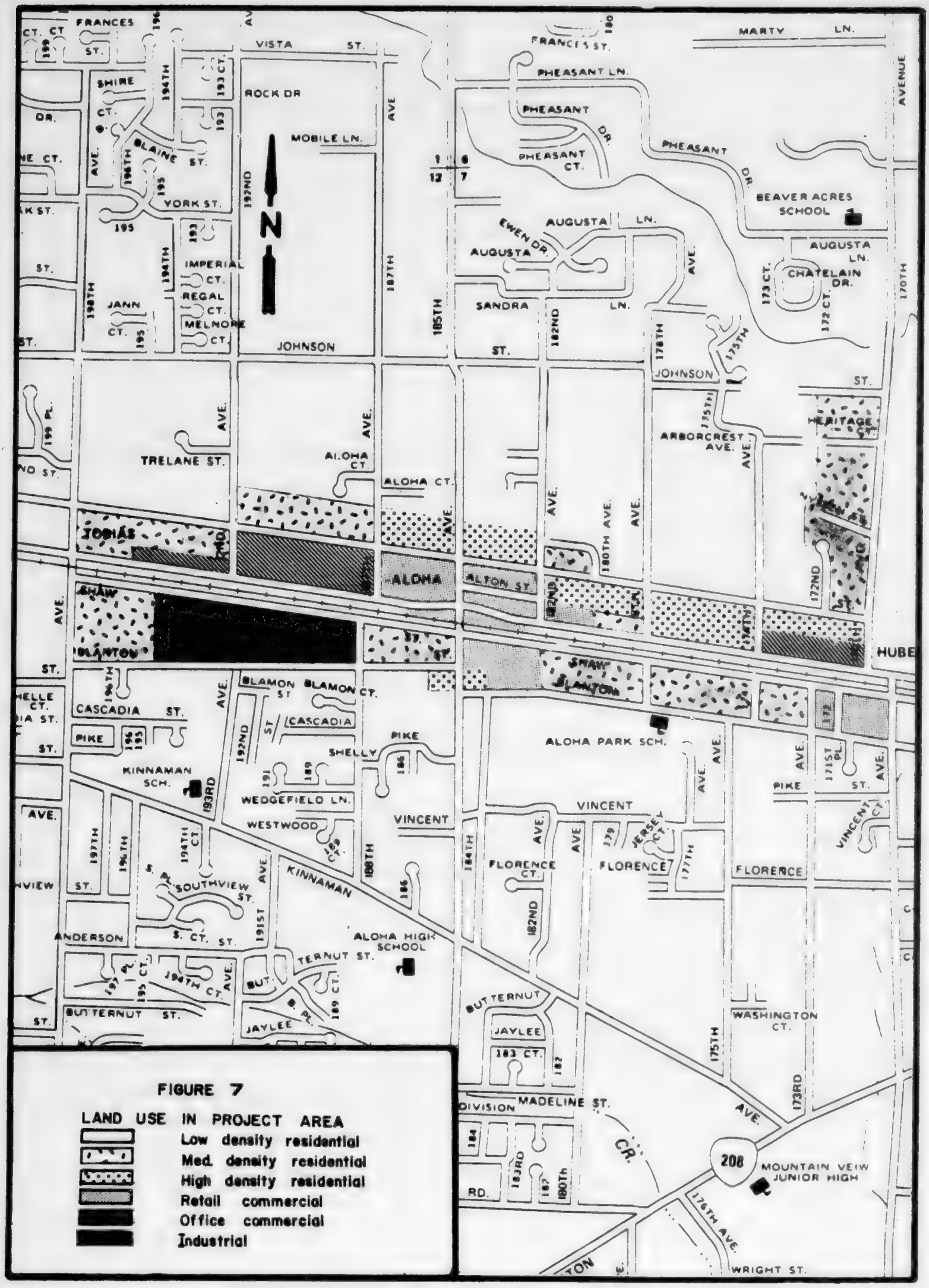


FIGURE 7

LAND USE IN PROJECT AREA

- Low density residential
- Med. density residential
- High density residential
- Retail commercial
- Office commercial
- Industrial

Hillsboro. Throughout the rest of this distance the right-of-way of the Southern Pacific Railroad abuts the highway right-of-way.

There is on-street parking on both sides of Tualatin Valley Highway east of 185th Avenue. Businesses in the southeast quadrant of the intersection require on-street parking for about 40 percent of their customer parking. The businesses on the north side of the street depend very little on the on-street parking.

Future Land Use and Socioeconomic Change: Projections prepared by the Metropolitan Service District predict an approximate doubling of the population in the Aloha area by the year 2000. These predictions cover MSD's Transportation Study Areas (TSA) number 42 and 43 (Figure 8). Approximately 10,000 new jobs are projected to be developed in these two TSA's during the next 20 years. The bulk of these jobs are expected to be in the electronics industry.

Although the project intersection is a regional crossroads, the facility is far enough removed from the prime development areas it serves that it is not expected to significantly influence the rate or amount of future development. Under all alternatives, including the No-Build, the area growth is expected to be the same.

Air Quality: The project is within the Portland Metropolitan area which has been designated as a nonattainment area for the pollutants: total suspended particulates, carbon monoxide, and ozone. An ambient carbon monoxide sampling

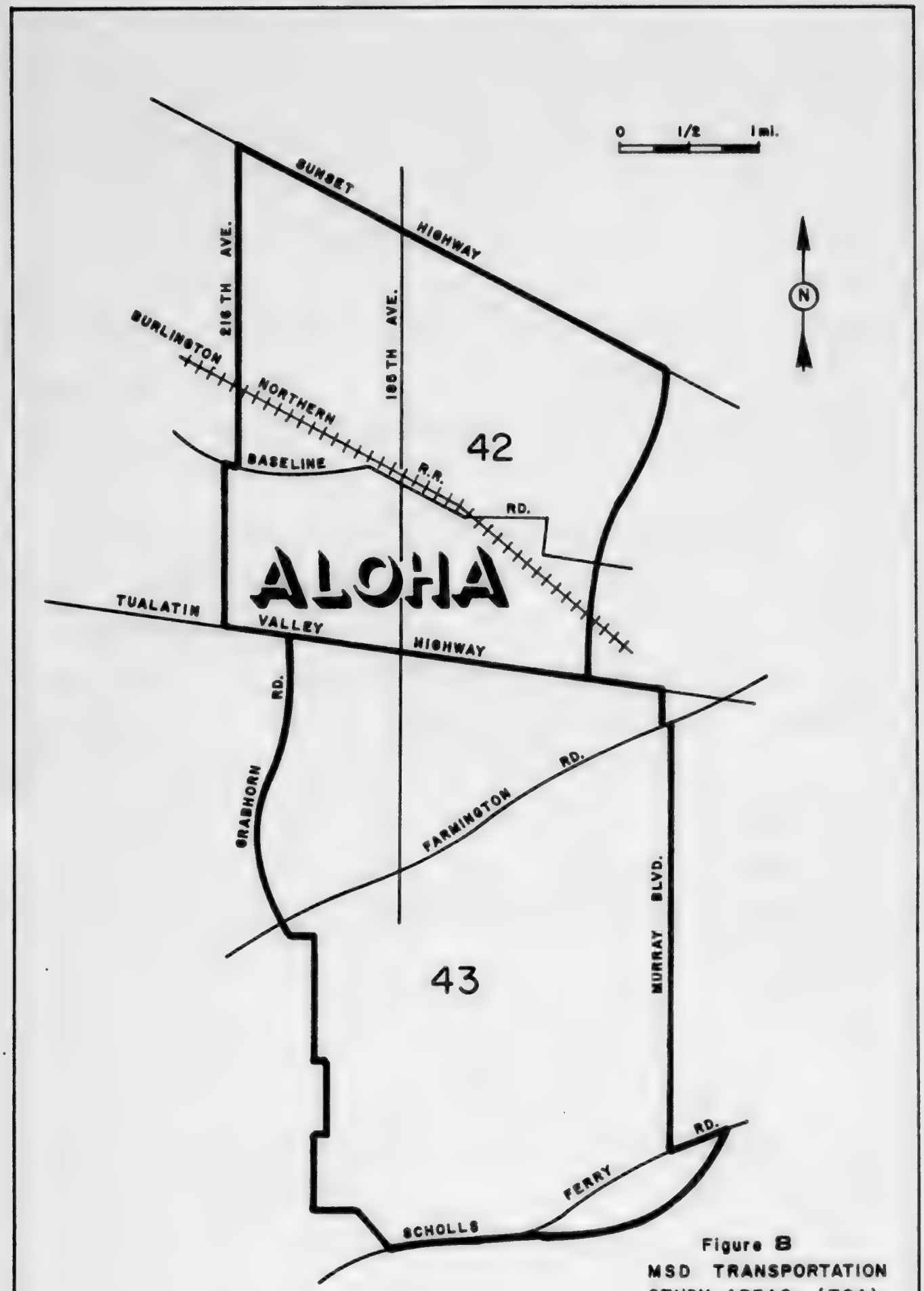


Figure 8
MSD TRANSPORTATION
STUDY AREAS (TSA)

program conducted at the project site during October and November of 1980 showed violations of the eight-hour state and federal standards for this pollutant.

Noise: The sound environment that currently exists in the immediate project area is heavily dominated by the traffic along 185th Avenue and Tualatin Valley Highway. A noise measurement taken at a residential site, 50 feet from the centerline of Tualatin Valley Highway and 75 feet west of 182nd Avenue, revealed a noise level of 71 L_{eq} dBA, which is 4 dBA higher than federal design guidelines for residential receptors.

Cultural Resources: Several buildings having historic interest are located in the immediate project area. These are Buck's Store, Hale's Feed and Seed, and the Aloha Grange.

Prior to early pioneer settlement, the central portion of Washington County was occupied by the Tualati tribe of the Calapuyan Indian family. Although it is possible that aboriginal artifacts could be found during project construction, the soil strata in Aloha has already been significantly disturbed, reducing the value of any potential archeological site to almost nil.

ENVIRONMENTAL CONSEQUENCES & MITIGATION

TRAFFIC

Existing and Projected Volumes (Table 1): Current traffic volume through the project area on Tualatin Valley Highway is about 31,000 vehicles on an average weekday (AWD). On the north side of the intersection, 185th Avenue carries about 11,000 vehicles on an average weekday while on the south it carries about 11,500.

By the year 2000, Tualatin Valley Highway traffic is expected to reach an AWD volume of 40,000 to 44,000. On 185th Avenue immediately north of the intersection, the AWD is expected to reach 16,700 by the year 2000 under the Build condition, and about 17,900 under the No-Build. Immediately south of the intersection on 185th Avenue, the AWD volume will be about 18,300 with the project and about 18,000 if it were not built. The difference between the Build and No-Build conditions is a result of traffic using local streets to overcome the left-turn prohibition at the intersection (Figure 9). Beyond the immediate intersection area the year 2000 AWD volume for both roadways would not have changed for any of the three alternatives considered.

The above projected traffic volumes are based on a twenty-year land use forecast developed by the regional planning organization (Metropolitan Service District). The land use forecast is, in turn, based on predicted fulfillment of designated development in local comprehensive planning.

TABLE 1

SUMMARY OF PRESENT AND FUTURE TRAFFIC VOLUMES AND LEVELS OF SERVICE
FOR BUILD AND NO-BUILD ALTERNATIVES

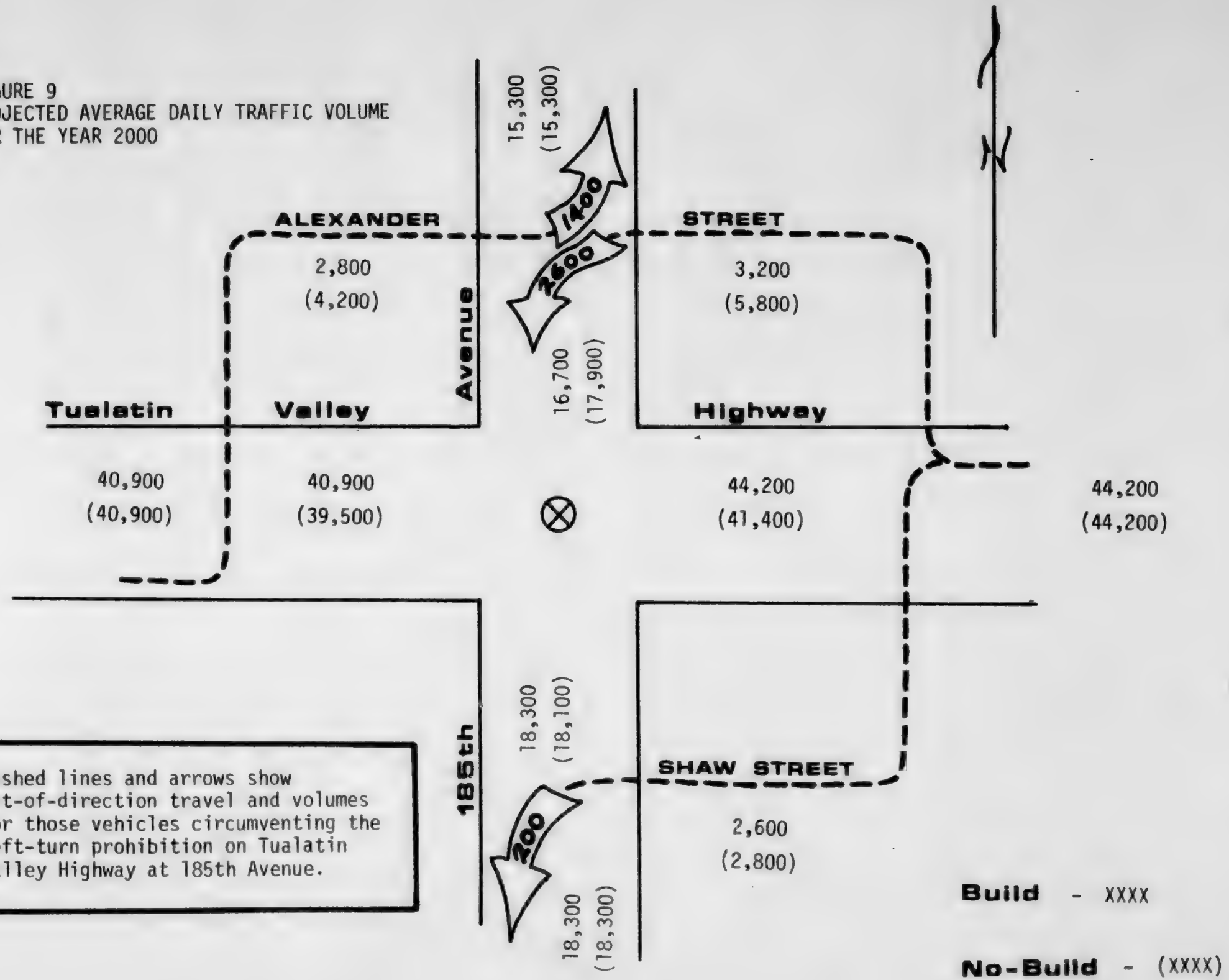
Roadway Section	1980 AWD	2000 Build AWD**	2000 No-Build AWD**	1980 LOS	2000 Build LOS	2000 No-Build LOS
T.V. Highway	30-31,000	44,000	41,400	D	D	F
185th Avenue N.***	10,900	16,700	17,900	E	D	F
185th Avenue S.***	11,400	18,300	18,100	E	D	F
Alexander, E.	2,600	3,200	5,800	C	C	F
Alexander, W.	2,800	2,800	4,200	C	C	F
Shaw, E.	1,900	2,600	2,800	C	C	F

*Note: All alternatives have the same traffic volume. Apparent differences between Build and No-Build is due to traffic using local streets to make left turns under the Existing and No-Build Condition.

**AWD: Average weekday traffic

*** Traffic volumes immediately north or south of the intersection (refer to Figure 9).

FIGURE 9
PROJECTED AVERAGE DAILY TRAFFIC VOLUME
FOR THE YEAR 2000



Dashed lines and arrows show out-of-direction travel and volumes for those vehicles circumventing the left-turn prohibition on Tualatin Valley Highway at 185th Avenue.

The No-Build Alternative: The existing undesirable traffic conditions in the project area would continue under the No-Build Alternative. The project intersection currently operates at a Level of Service (LOS) of "E" on 185th Avenue and "D" on Tualatin Valley Highway. Without the proposed improvements, at some point in time before the year 2000 the LOS on both roads would become "F". The problem of through traffic using adjacent local streets to turn left from Tualatin Valley Highway would also continue to grow worse, particularly for Alexander and Shaw Streets. In addition to the impacts of increased non-local traffic on these community streets, a corresponding increase in the incidence of accidents at the non-signalized intersections of these streets with 185th Avenue and Tualatin Valley Highway would probably occur. The situation would be further aggravated as peak period congestion at the project intersection increases to the point that the accesses to these local by-pass routes become blocked from backed-up traffic.

Historically, traffic studies have shown that peak congestion will generally reach a certain point of intolerance then not get any worse. Instead, to compensate for increasing traffic volumes, the period of peak congestion becomes longer. This is expected to happen at the project intersection if no improvements occur. As a result, the commuting schedules of some drivers would tend to change; some by necessity, and others voluntarily to avoid the inconvenience and delay.

Build Alternatives: Both Build Alternatives would widen 185th Avenue to the same extent as it approaches the project intersection. This would provide sufficient capacity to allow a forecast LOS of "D" on 185th Avenue in the year 2000, which is better than the LOS that exists today. Some of this increased capacity would be used to reduce the amount of green signal time allocated to 185th Avenue traffic and create more green time for Tualatin Valley Highway traffic. The increased green time on Tualatin Valley Highway would, in turn, allow the overall intersection to operate at an LOS of "D" through the year 2000.

Both Build Alternatives would provide a separate signal phase for left turns from Tualatin Valley Highway onto 185th. Drivers would no longer need to use adjacent streets to make this movement. Alexander Street currently receives the heaviest traffic use for left-turning demand. The Build Alternatives would reduce year 2000 traffic on Alexander to 60 percent of the volume it would otherwise be forced to carry under the No-Build, and the LOS would remain at "C" as it is today.

Alternative II would have provided several safety and capacity features that are not included in Alternative I. Right turn lanes north and south onto 185th Avenue would have been installed under Alternative II; the southbound one would have also served as a storage lane for cars when a train blocked 185th Avenue. Full shoulders on Tualatin Valley

Highway were also included, which could have served as emergency stopping lanes and a space for buses to pull out of the travel lanes when discharging or picking up passengers. Alternative I does not include space for emergency pull-offs through this short project section.

Traffic Safety: During the three-year period prior to the left-turn restriction on Tualatin Valley Highway at 185th Avenue, there was an average of 32 accidents annually, of which 63 percent involved an angle or turning movement and 27 percent involved rear-end collisions. These 32 accidents resulted in 22 personal injuries with one fatal accident reported in 1972 (turning).

After the left-turn restriction was implemented, there has been an average of 12 accidents annually. Of these accidents, 33 percent involved a turning or angle accident and 57 percent were rear-end accidents. These 12 accidents resulted in eight personal injuries. The number and type of accidents on Tualatin Valley Highway at 170th, 182nd, 187th, and 198th have remained unchanged by the elimination of left-turns at 185th.

On 185th at Alexander Street, prior to the left-turn restriction at Tualatin Valley Highway and 185th, there was an average of six accidents annually, all of which were turning or angle types. These six accidents resulted in five personal injuries. After the left-turn restriction was implemented, the number of accidents at 185th and Alexander Street has

risen to eleven accidents annually, 90 percent of which were of the turning or angle type. These eleven accidents resulted in five personal injuries. The number of reported accidents at 185th and Shaw Street have decreased from an annual average of four accidents prior to the left-turn restriction to three accidents after the left-turn restriction.

With the selected Build Alternative, left turn lanes will be constructed and traffic using these lanes will be protected with a separate signal phase. Also, it is expected that the 2,600 AWD vehicles turning left onto 185th Avenue from Alexander (southbound) will be eliminated, thereby reducing possible conflicts and accidents at that location.

Construction Impacts: On 185th Avenue, the existing two-lane road will remain open to traffic throughout a two-stage construction program. The widening will be accomplished by adding new paving next to the existing roadway on only one side at a time, each side representing a construction stage. In stage one the only closures will be for brief periods during the necessary grading for the widening. After stage one there will be enough roadway width available that all stage two work on the other side can be accomplished with little further interruption of traffic.

Work on Tualatin Valley Highway will require a closure of only the curbside lanes while the sidewalks are being cut back and a narrow strip of pavement is being installed. The reconstruction will take place in three main stages during

which four traffic lanes will be kept open at all times. This can be accomplished by using the existing parking lanes and shifting first to the north side (Stage 1), then to the south side (Stage 2). The third stage will again close the north side as curbing is installed and minor finishing work is completed.

Emergency Access: The only emergency access potentially affected by building the project will be the Aloha Fire Station. The station has recently moved to new quarters near 206th Avenue and Blanton Street, southwest of the project area. A fire engine preempt phase will be incorporated into the new traffic signal at Tualatin Valley Highway and 185th Ave. Because of the well-developed street network, construction activities should not seriously hinder emergency vehicle passage through the area.

SOCIOECONOMICS

The socioeconomic impacts described in the following subsections are predominantly a result of right-of-way acquisitions or, in the case of on-street parking, the use of existing highway right-of-way by adjacent businesses. Mitigation for right-of-way acquisition is in the form of benefits provided under the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Under this act, those businesses displaced by the project would receive moving expenses and aid by qualified Highway Division agents in

locating suitable replacement properties. These benefits are discussed in greater detail in the Oregon Department of Transportation's Property Acquisition Procedure and Relocation Assistance Program described in Appendix A.

Early in the project's development, all affected businesses and property owners were notified of the proposed improvements and were interviewed by a Highway Division right-of-way liaison agent to determine if any unusual or special circumstances would be encountered in the relocation or modification of these properties -- none were identified. In addition to this initial contact, on-going involvement of the impacted business community was obtained through membership of several affected property owners on the project's citizens advisory committee.

No-Build Alternative (rejected) - This alternative would not have required any additional right-of-way; nor would it have required the removal of on-street parking which is currently used by some businesses along this section of Tualatin Valley Highway. However, a) businesses along the project, b) other businesses and residents of the Aloha area, and c) regional users of the project intersection would have all been adversely impacted by the intolerable traffic congestion that is predicted to eventually occur without improvements to the intersection. In addition, without the provision of left-turns from Tualatin Valley Highway onto 185th Avenue,

increasing volumes of non-local traffic on community streets may have deteriorated the quality of existing uses along these streets.

Alternative I (selected): Right-of-way needs for Alternative I will require property acquisitions from twenty-one private ownerships, and permanent easements from ten. Four businesses will be displaced. They are Bud T.V. and Stereo, Valley Insurance Agency, Carpet Index, and Shopeze Market. The east porch will need to be removed from the Aloha Grange Hall and two service stations will lose minor pieces of property. In all, approximately one acre of right-of-way and one-eighth acre of easements are needed. Total right-of-way costs will be approximately $550,000.

With the exception of the four displaced businesses, the effect of remaining right-of-way acquisitions is minor. The two affected service stations will still be able to operate on their remaining property, however, the McCall Oil Company station will need to relocate their fuel storage tanks. It is also likely that the Grange Hall will be able to continue in its present function but the east, main entrance will need to be relocated.

Table 2 summarizes the circumstance of each affected business relative to the Build Alternatives. Bud TV and Stereo no longer has a counterpart in Aloha therefore, the availability of this service within the immediate community may be, at least temporarily, lost as a result of the project.

Table 2 also reveals that thirteen jobs will be affected by Alternative I. Several of the positions are held by minority persons, primarily women.

The most potentially significant socioeconomic impact of Alternative I may be the removal of on-street parking along the project section of Tualatin Valley Highway. Six businesses will lose their present use of parking on the public right-of-way along Tualatin Valley Highway; a total of fifteen parking spaces are involved (Figure 10). All fifteen spaces are essential to the operation of these businesses and, without mitigative measures, parking removal may change the nature of their operation or, in some cases, force their closure. An off-street parking lot located at a site in the southeast quadrant of the intersection has been added to the project in order to mitigate this impact. (Refer to Figure 6 on Page 11). The site is centrally located among the dependent businesses, and was selected by the Washington County Board of Commissioners after the completion of a parking lot selection study and a public hearing held for the specific purpose of receiving comments on the lot's location. One business which currently generates part of the demand for on-street parking will be displaced by the new parking facility. The remaining businesses will likely benefit from the lot in a manner proportional to their distance from the site.

TABLE 2

SUMMARY OF LOCATION AND SERVICE FACTORS OF BUSINESSES IMPACTED BY THE BUILD ALTERNATIVES, WITH RIGHT-OF-WAY DISPLACEMENT AND JOB DATA

Name of Business	Circumstance	Location of Nearest Counterpart	Displaced by Alt. I	Displaced by Alt. II	Number of Employees
Printers Inc.	Recently moved to this location	Beaverton		X	5
Mike's Hair House	Recently moved to this location	Aloha		X	3
Aloha Feed & Seed	60 years at this location	Beaverton		X	3
Anchor Refrigeration & Heating	Air conditioning contractor	Aloha		X	1
Bud TV & Stereo	Only TV store, between Beaverton & Hillsboro	Aloha	X	X	2
Flying A Station	One of two high volume stations serving eastbound traffic	Aloha		X	2
David Hobson, Attorney	Recently moved to this location	Aloha		X	2

TABLE 2 (Continued)

Name of Business	Circumstance	Location of Nearest Counterpart	Displaced by Alt. I	Displaced by Alt. II	Number of Employees
Carpet Index (Retail Carpet Store)	Recently moved to this location	Beaverton	X*	X	4
Nancy Caroll's Coffee Shop	40 years at this location	Aloha		X	2
Ron's Vac & Sew	One of 4 Ron's stores in Washington County	Beaverton		X	1
Shopeze Market	Serves customers south of T.V. Highway	Aloha	X	X	4
Union Oil	One of two high volume stations serving eastbound traffic	Aloha		X	4
Valley Insurance Company	Has high visibility and depends in part on walk-in business		X	X	3
TOTALS			4	13	36

*Displacement of this business is required for the off-street parking lot.

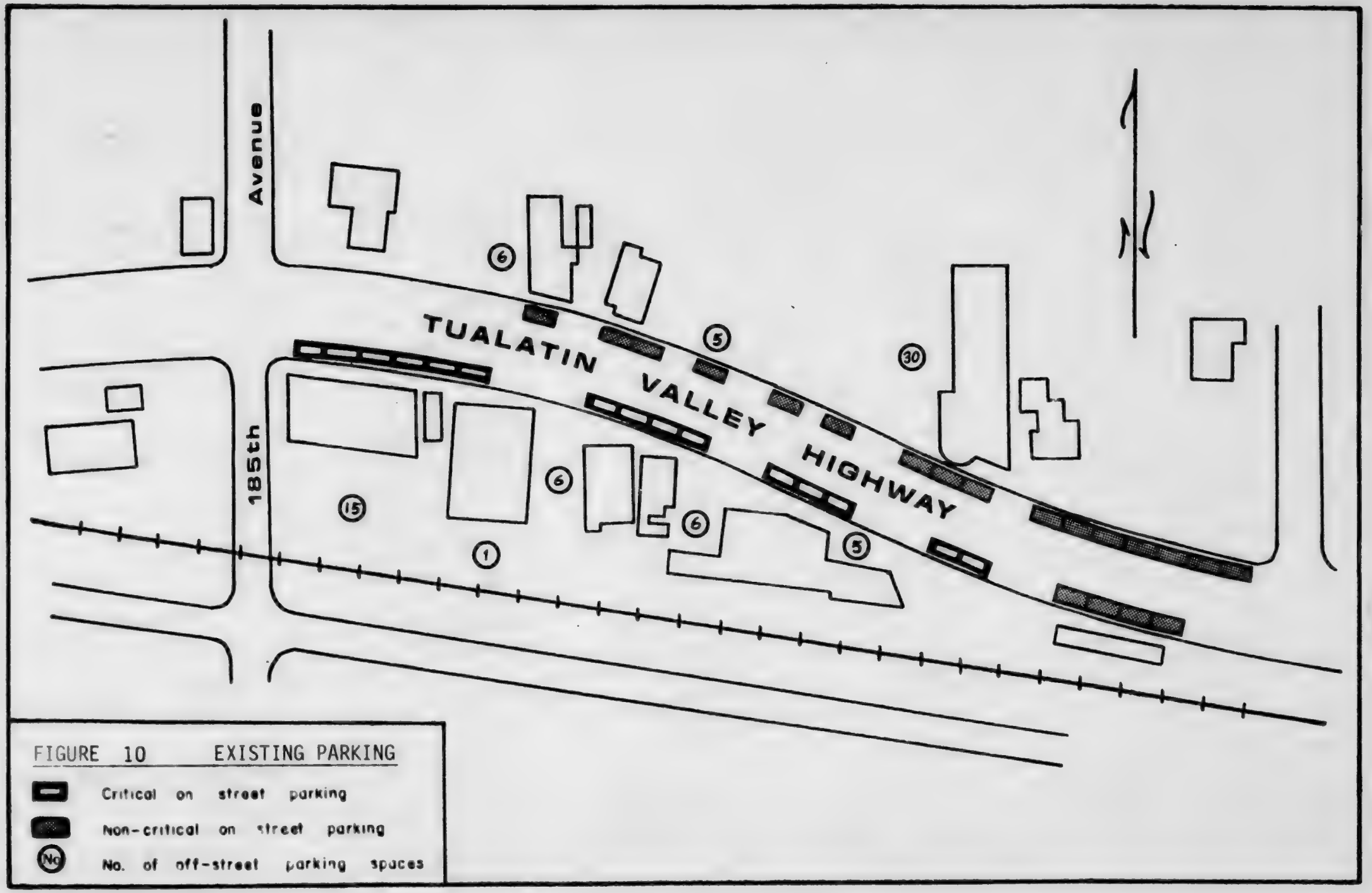


FIGURE 10 EXISTING PARKING

Critical on street parking

Non-critical on street parking

No. of off-street parking spaces

Alternative II (rejected): Right-of-way needs for Alternative II would have required acquisition from 28 private ownerships, and permanent easements from five others. Thirteen businesses would have been displaced; they are: Bud TV and Stereo, Mike's Hair House , Ron's Vac and Sew, Attorney David Hobson, Carpet Index, Printers Inc., Aloha Feed and Seed, Nancy Carroll's Coffee Shop, Anchor Refrigeration and Heating, Valley Insurance Agency, Union Oil Company Service Station, Flying A Service Station and Shopeze Market. The acquisition would have also involved slightly more than two acres of land, with total right-of-way costs estimated to be $1,270,000.

For many of the businesses which would have been displaced by this alternative, relocation within the Aloha area may have been difficult due to a shortage of comparable replacement buildings.

Referring to Table 2 on page 30, it can be seen that all the displaced businesses except Aloha Feed and Seed, Ron's Vac and Sew, Bud TV, Printers Inc. and the two service stations have counterparts in Aloha. The others have counterparts in Beaverton. Loss of the two service stations may have been a problem for the immediate community, since no other local gasoline supply is available. However, both station owners have stated that they are able to pump all of their allocated gasoline which indicates sufficient market demand to

possibly attract other fuel stations to fill the void, or encourage the existing stations to rebuild in the area at another location.

Thirty-six jobs would have been temporarily affected or permanently eliminated by Alternative II. Among these positions affected, several are occupied by minority persons, primarily women.

LAND USE

Land Use Impacts: In addition to the direct conversion of existing commercial use to highway right-of-way, the selected alternative is expected to improve the quality of uses along adjacent city streets by removing non-local traffic. However, because of the existing availability of access, Alternative I is not expected to have any noticeable effect on the amount or rate of anticipated development of vacant land surrounding the Aloha area.

Conformance with Comprehensive Planning: The widening of 185th Avenue and the capacity improvement of its intersection with Tualatin Valley Highway are a part of Washington County's transportation plan. A September, 1980, Washington County transportation resource document designates 185th Avenue as an arterial highway, continuing its present function as a major north-south traffic way. For this reason, both build alternatives are in conformance with present comprehensive planning.

The No-Build Alternative would not have been consistent with Washington County Comprehensive Plan Road System Policies because it would have caused through traffic to continue using local streets and would not have provided sufficient intersection capacity to meet year 2000 traffic demands.

Washington County's comprehensive plan has not been acknowledged by the State's Land Conservation Development Commission (LCDC) as being in compliance with the statewide planning goals. Therefore, a determination of consistency with these LCDC goals has been made in this document. The following describes the project's compliance with relevant LCDC goals:

GOAL #1

Citizen Involvement: "To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process."

This goal is met. A citizen's advisory committee was formed and met four times. The members of the committee have been kept in touch with project progress and problems via frequent newsletters and memoranda. The DEIS also received public review prior to a formal hearing held on June 3rd, 1981.

GOAL #2

Land Use Planning: "City, county, state and general agencies, and special district plans and actions

related to land use shall be consistent with the comprehensive plans of cities and counties and regional plans adopted under O.R.S. 197.705 through 197.795." This goal will be met by the selected Alternative. The Build Alternatives are consistent with the local transportation plan because they provide acceptable levels of operation for the project intersection and remove through traffic from streets which are not designated for "through" use. Neither of these improvements are provided under the No-Build condition.

GOAL #5

Open Spaces, Scenic and Historic Areas, and Natural Resources: "To conserve open space and protect natural and scenic resources."

This goal will be met. A thorough investigation of the historical and cultural value of buildings in the project area was made. It has been determined that none of the buildings potentially affected by the project require protection or preservation under existing laws.

GOAL #6

Air, Water, and Land Resource Quality: "To maintain and improve the quality of the air, water and land resources of the state."

Although future air quality is expected to improve whether the intersection is improved or not, the build

alternatives may result in a slightly better air quality condition than the No-Build.

Water and land resources will not be directly affected by this project.

GOAL #12

Transportation: "To provide and encourage a safe, convenient and economic transportation system."

The goal would not be met by the No-Build Alternative, but would be satisfied by the build alternatives. Either one of the build alternatives would make the road system in the Aloha area safer, more convenient to use, and more economical than under the No-Build condition.

The other LCDC goals were judged to be not aplicable to this project.

CULTURAL RESOURCES

The purpose of this section is to identify those properties or sites of historic or archeological value, or cultural interest, which are affected by the project.

Under the National Historic Preservation Act and Section 4(f) of the Department of Transportation Act of 1966, the structures and sites that are listed, nominated, or eligible for the National Register of Historic Places receive primary consideration and legal protection. The National Register of Historic Places is a listing of the nation's most valuable historic and archeological sites and structures.

An additional category of cultural resources besides those included in the National Register are structures having no official designation, but which contribute to the character, aesthetic value, or architectural quality of a particular area or neighborhood. These properties are not eligible for the National Register, but are still of interest because of their structural design, unusual style, or some other unique feature.

Historic and Cultural Interest Properties: Three buildings established during the early stages of development in the Tualatin Valley are located in the project area. These are: 1) The Shopeze Market (formerly Buck's Store); 2) The Aloha Grange Hall; and 3) The Aloha Feed and Seed Store (formerly Hale's Feed and Seed Store).

The Shopeze Market will be displaced under the selected alternative. The structure is typical of an early 20th century small-town store building with a boom-town front. However, the building has been altered and is therefore not a notable example of a particular historic period and is not eligible for the National Register.

The Grange Hall will be affected by the selected alternative. The direct impact on the building will be minimal because the main structure will not be affected, but the porch and entryway on the east end of the building will need to be relocated, probably on the south side of the building. The Aloha Grange was organized in 1931, and the Grange Hall was

built two years later by volunteer labor. Because of its unique features, a Determination of Elgibility was submitted to the State Historic Preservation Office (SHPO), for a recommendation concerning the structure's eligibility to the National Register of Historic Places. After SHPO recommended that the structure be considered eligible for the National Register, the request for determination of eligibility was submitted to the Department of Interior and was subsequently declared ineligible for the National Register.

The Aloha Feed and Seed Store would have been displaced under Alternative II. It was built about 1920, expanded in 1936, and modified again in 1952. Although the building is of cultural and architectural interest, the building is not eligible for the National Register of Historic Places because of the alterations and modifications rendered after initial construction.

Excluding these three properties, the project area is characterized by extensive post 1950's strip development. Consequently, no other properties of historic interest exist.

Archeological Significance: Prior to early pioneer settlement, the central portion of Washington County was occupied by the Tualati (of Atfalati) tribe of the Calapuyan (or Kalapuyan) Indian family. The Tualati Indians were native to the Tualatin Valley section of the lower Willamette Basin. The potential for archeological discoveries from aboriginal times was probably much higher during the early settlement

stages than it is today, primarily because of a lack of construction and modern development.

To be evaluated in their proper context, archeological materials must remain in their original layers of deposition. If the strata of deposition have been altered by construction or some other major disruption, the evaluation, relevance, and dating of archeological sites is generally no longer possible. Since the character of the project area is typified by extensive commercial development, the discovery of any possible archeological site appears to be nil. If evidence of any archeological remains are found during construction, the Oregon Museum of Anthropology at the University of Oregon in Eugene will be notified. If any archeological findings are unearthed, construction activities will cease and be resumed only after all archeological procedures and salvage or recommended mitigation measures have been completed.

Mitigation and Coordination: Prior to demolition or remodeling of the buildings, an on-site photograpic survey of the Shopeze Market and Aloha Grange Hall will be made.

The procedures used in determining the historic values of these sites and buildings comply with Secton 106 of the National Historic Preservation Act and Executive Order 11593.

Documentation from the State Historic Preservation Office as required by CFR 800.4 (b) (2), is contained in Appendix B for review.

NOISE

This section summarizes the results of a study conducted to determine the noise impacts of the proposed project. Details of methodology and data base are presented in a "Noise Study Report" which is on file with the Oregon Department of Transportation.

The noise descriptor used in this analysis is the L_{eq}, which is the average hourly sound level. The L_{eq} noise level contains the same acoustic energy as the time varying sound level. The unit of measurement is the dBA. The Federal Highway Administration (FHWA) has developed a set of guidelines to aid in evaluating noise impacts to a community (Table 3). The guidelines are called federal design noise levels and refer to the upper limit of acceptable traffic noise levels for various activities and land uses. These levels are used to determine the degree of impact of traffic noise on human activities. The federal design noise level used for the exterior of private residences is L_{eq} 67 dBA and for commercial businesses is L_{eq}72 dBA.

Noise Impacts: Two representative receptors along the project section were used to model the predicted noise levels for each of the three alternatives considered. Their locations are shown in Figure 11. Table 4 shows the predicted noise levels for each receptor.

From Table 4, it can be seen that there is no difference between the noise environment under the Build condition

TABLE 3

FEDERAL HIGHWAY ADMINISTRATION DESGIN NOISE LEVELS

Activity Category	Design Noise Levels - dBA $L_{eq}(h)$	Description of Activity Category
A	57 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (Exterior)	Picnic areas, recreation areas, (Exterior) playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

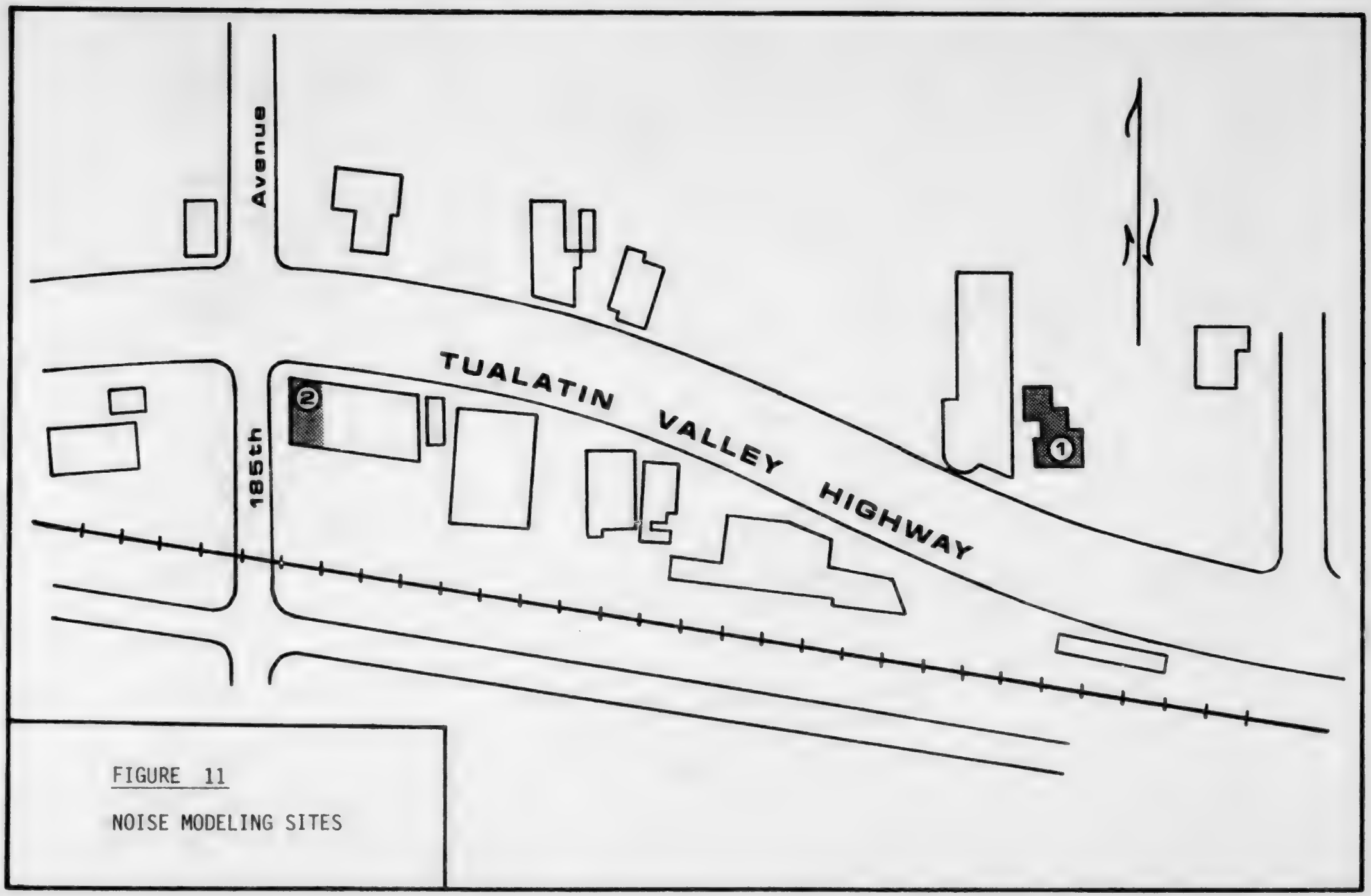


FIGURE 11

NOISE MODELING SITES

TABLE 4

PREDICTED TRAFFIC NOISE LEVELS (L_{eq} dBA)

Receptor*	1980	2000 No-Build	2000 Alternative I	2000 Alternative II	FHWA Design Noise Level
1. A single family residence on the north side of Tualatin Valley Highway - 55 feet from the edge of the existing roadway.	69	71	71	71	67
2. A business located adjacent to the south east corner of the project intersection - nine feet from the existroadway.	69	72	72	Receptor removed by right-of-way	72

*Refer to Figure 9

as opposed to the No-Build. The two build alternatives differ, however, in the number of receptors that would remain after right-of-way acquisition.

Table 4 also indicates that it is likely that all receptors which would remain along the project sections of 185th Avenue and Tualatin Valley Highway in the year 2000 would be close to or exceed the federal design noise levels, under all three alternatives.

Mitigation: Several forms of noise mitigation were investigated but found not feasible. These included traffic control measures, such as modified speed limits or prohibition of trucks, and noise barriers.

Both 185th Avenue and Tualatin Valley Highway serve a regional function as major traffic ways. Traffic control measures to reduce noise would be contrary to this transportation function and were therefore dismissed.

Noise barriers were also rejected. To be effective, barriers must be continuous and high enough to block the line of sight between the noise source and the receptor. The commercial nature of the project section and the need for many access points, prevents this type of mitigation from being effective.

Construction Noise: Areas adjacent to the project will be exposed to noise from construction equipment under the selected alternative. To minimize this impact, the following

construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.
3. Schedule noise construction operations near the middle of the day.
4. Notify nearby residents whenever extremely noisy work will be occurring.
5. Install permanent or portable acoustic barriers around stationary construction noise sources.

AIR QUALITY

The following section summarizes the conclusions of the air quality analysis for this project. The complete air quality analysis is documented in a technical report on file with the Oregon Department of Transportation.

Motor vehicles are a significant source of air pollutants including carbon monoxide (CO), hydrocarbons (HC), nitrogen oxides (NO_x), and particulates (TSP) including lead (Pb). The hydrocarbon and nitrogen oxide pollutants together with sunlight are involved in complex reactions that lead to the formation of photochemical oxidants--primarily ozone (O_3). All of these pollutants pose health hazards for humans and can cause damage to vegetation, animals, and property. Because of the potential environmental impact of these pollutants, state and federal ambient air standards have been established. The federal standards, call National Ambient Air Quality Standards (NAAQS), exist for CO, NO_2, Pb, O_3, and TSP.

The Clean Air Act Amendments of 1977 required states to meet the NAAQS by December 31, 1982. The State of Oregon has developed a State Implementation Plan (SIP) to satisfy this requirement. The strategy for the Portland metropolitan area indicates that the NAAQS will be met (attained) by December 31, 1987 through reliance upon the Federal Motor Vehicle Emission Control program and the Portland Metropolitan Area Inspection/Maintenance program. To be consistent with the SIP, a proposed transportation project must show that it does not cause air quality standards to be exceeded over that which would otherwise occur under the No-Build condition.

Air Quality Impacts: Table 5 summarizes the predicted pollutant loads expected to result from each alternative for the years 1980, 1984, and 2000. In general, there is no

significant difference between the two build alternatives; and, overall, the No-Build condition is slightly worse than the Build. The following discusses each pollutant separately:

A. Carbon Monoxide

The total project area CO emissions for all of the alternatives decrease in the future. The improved traffic speeds coupled with lower vehicle emission rates offset increased traffic volumes. This will produce a lower concentration of carbon monoxide pollutant in the future. The Build alternatives result in a greater decrease in total emissions than does the No-Build alternative (Table 5). Vehicular CO emissions in 2000 will be decreased 14 to 28 percent of the 1980 emissions. Because of the reductions in total emissions, no adverse CO impacts will be caused by the project.

B. Reactive Hydrocarbons

As in the analysis of CO impacts, the reactive hydrocarbons emissions decrease in the future. The Build Alternatives decrease the hydrocarbons emissions more than the No-Build Alternative with 63 percent and 56 percent reductions (respectively) by 2000. Although no NAAQS exists for reactive hydrocarbon emissions, the reduction in emissions is important to controlling the formation of ozone.

C. Nitrogen Oxides

The nitrogen oxides emissions for the project area decreases in the future, but not of the same magnitude as the

TABLE 5

TOTAL AIR QUALITY EMISSIONS SUMMARY

PROJECT ALTERNATIVES	STUDY YEAR	CARBON MONOXIDE		HYDROCARBONS		NITROGEN OXIDES		LEAD	
		TONS/YR	PERCENT	TONS/YR	PERCENT	TONS/YR	PERCENT	LBS/YR	PERCENT
No Build Alternative	1980	178.45	100.0	17.71	100.0	17.05	100.0	83.69	100.0
	1984	163.05	91.4	13.65	77.1	15.64	91.7	42.01	50.2
	2000	153.84	86.2	7.70	43.5	14.73	86.4	44.00	52.6
Alternative No. 1	1980	178.45	100.0	17.71	100.0	17.05	100.0	83.69	100.0
	1984	147.57	82.7	12.42	70.1	15.11	88.6	41.87	50.0
	2000	128.31	71.9	6.45	36.4	14.39	84.4	45.43	54.3
Alternative No. 2	1980	178.45	100.0	17.71	100.0	17.05	100.0	83.69	100.0
	1984	147.57	82.7	12.42	70.1	15.11	88.6	41.87	50.0
	2000	128.31	71.9	6.45	36.4	14.39	84.4	45.43	54.3

Percent shows each pollutant relative to the following:

Alternative and Year — No Build Alternate 1980

hydrocarbon reductions. By 2000, the reduction for the No-Build and Build Alternatives are 13 percent and 15 percent, respectively. No adverse nitrogen oxides impacts are predicted for any of the alternatives.

D. Ozone

The formation of ozone is a complex chemical reaction. Reductions in reactive hydrocarbon concentrations have been found to decrease the rate of formation of ozone. The southeast area of Portland experiences the highest concentrations of ozone in the Portland region since ozone forms several miles from the locations of precursors of ozone (reactive hydrocarbons and nitrogen oxides). Since the project area emissions of these two pollutants are decreasing in the future and since the project area is west of Portland in an area assumed to be cleaner than southeast Portland, no adverse ozone impacts are predicted to occur as a result of any of the alternatives being considered.

E. Total Suspended Particulates

The TSP pollutant has been found to be directly related to the vehicle miles travelled for a project area. Since the total vehicle miles travelled is increasing for all of the alternatives, TSP pollutants are expected to increase in the immediate project vicinity.

According to the Department of Environmental Quality Annual Air Quality Report, 1979, 63 percent of the TSP in the Portland area is attributed to transportation. An estimate

can be made for the project area by considering the TSP levels at the DEQ sampling station, located at the Beaverton City Library. Using the following formula, TSP concentration predictions can be made. The results are presented in Table 6.

$$TSP_{2000} = (0.63\ TSP_{1979}) \frac{(Traffic\ 2000)}{Traffic\ 1979} + (0.37 \times TSP_{1979})$$

TABLE 6

ESTIMATED TOTAL SUSPENDED PARTICULATE CONCENTRATIONS

ALTERNATIVE	YEAR	GEOMETRIC MEAN	2ND HIGHEST 24 HR.
No-Build	1979	59.7	303
	1980	61.6	310
	1984	66.9	339
	2000	89.1	452
Build #1	1980	61.6	310
	1984	64.1	325
	2000	85.0	432
Build #2	1980	61.6	310
	1984	64.1	325
	2000	85.0	432

It is apparent that the increase in traffic volume for all of the alternatives will result in TSP concentrations exceeding the NAAQS. The Beaverton station violates the NAAQS at present. The project (Build Alternatives), however, will not contribute more TSP than does the No-Build alternative. The project, therefore, is not expected to degrade the existing environment.

F. Lead

Table 5 shows the lead emissions for the project area will have decreased 50 percent by 1984 for all alternatives. No lead violations of the NAAQS have occurred in the project vicinity since 1976 and no future violations are expected.

Construction Impacts: During the time of construction, total suspended particulate emissions will increase. Dust control measures will be used to mitigate this condition.

Consistency with the SIP: This project is in an air quality nonattainment area which has transportation control measures in the State Implementation Plan which was conditionally approved by the Environmental Protection Agency on 24 June 1980. The transportation plans was reviewed by the Federal Highway Administration on 26 December 1980, and the plan was determined to conform to the SIP. The transportation improvement program was determined to conform to the SIP on 24 September 1981. This project was included in the plan and the TIP, both conforming to the SIP. Therefore, pursuant to 23 CFR 770, this project conforms to the SIP.

PUBLIC SERVICES

Six utilities have service lines within the project limits. These are: Portland General Electric (Portland and Beaverton); General Telephone Company of the Northwest, Northwest Natural Gas Company, Unified Sewerage Agency, and Wolf Creek Water District.

General Telephone of the Northwest has a pole line on the west side of 185th Avenue that will need to be relocated. Because right-of-way is restricted in front of the Grange Hall, an overhead easement or undergrounding may be necessary to accomplish this relocation. All relocation costs would be borne by the telephone company.

Portland General Electric (PGE) has a power line on the south side of the Tualatin Valley Highway. East of 185th Avenue, several of their poles are located in the sidewalk. Because the project will cut the sidwalk back two feet along Tualatin Valley Highway, these poles will have to be moved back two feet as well. The cost of this relocation will be borne by P.G.E.

Wolf Creek Water District has water facilities on both Tualatin Valley Highway and 185th Avenue. Their fire hydrants, water vaults and meters along 185th Avenue will have to be relocated, and the water valve boxes will need adjustment. All costs will be at the expense of the water district.

Unified Sewerage Agency has facilities under 185th Avenue. Other than adjusting the height of manholes, no other changes will be required. Costs will be at the sewerage agency's expense.

SPECIAL PROVISIONS

The purpose of this section is to call attention to those special contract provisions which have been identified in this document as being a necessary inclusion in the construction plans for this project.

TRAFFIC

a) Throughout the construction period, maintain two lanes of traffic on 185th Avenue and four lanes of traffic on Tualatin Valley Highway, except for brief lane closures as may be necessary.

b) Minimize, as much as practicable, the disruption of vehicle access to adjacent businesses.

c) Maintain, as much as practicable, emergency vehicle access through and within the project area.

CULTURAL

a) If any archeological findings are unearthed, construction activities are to cease until all salvage procedures and/or recommended mitigation measures have been completed.

b) Prior to demolition or remodeling of the buildings, an on-site photographic survey of the Shopeze Market and Aloha Grange Hall shall be made.

NOISE

The construction noise abatement measures listed on page 45 are to be included in the contract specifications and complied with accordingly.

AIR QUALITY

Dust control measures shall be used to minimize total suspended particulate emissions during construction.

LIST OF CONTRIBUTORS TO THIS ENVIRONMENTAL IMPACT STATEMENT

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Noise Report

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Air Quality Report

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Cultural Report

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Reviewers

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Riedl, Paul, B.S. Civil Engineering; 28 years experience in highway engineering; three years experience as an environmental coordinator.

AGENCIES AND ORGANIZATIONS RECEIVING COPIES OF THE DEIS

a. Federal Agencies

U.S. Department of Agriculture

Soil Conservation Service

U.S. Department of the Army

Corps of Engineers

U.S. Department of Commerce

National Oceanic and Atmospheric Administration
National Marine Fisheries Services

U.S. Department of Energy

U.S. Department of Housing and Urban Development

U.S. Department of the Interior

Environmental Project Review
Assistant Secretary, Program Policy
Deputy Assistant Secretary, Environmental Affairs
Heritage Conservation and Recreation Service,
Pacific NW Office
Geological Survey

U.S. Environmental Protection Agency

b. State of Oregon Agencies

Public Utility Commissioner
Department of Economic Development
Department of Environmental Quality
Department of Geology and Mineral Industries
Intergovernmental Relations Division,
Executive Department
Land Conservation and Development Commission
State Historic Preservation Office
Parks and Recreation Division
Department of Agriculture
Department of Energy
Soil and Water Conservation Commission

c. State Legislature

Representatives:
Jeanette Hamby
Nancy Ryless
Mary Ford

Senators:
Jim Simmons
Lenn Hannon

d. Washington County

County Commission
Planning Commission
Public Works Department
Extension Service CPO Coordinator
Fire District No. 1
Unified Sewerage Agency

e. Newspapers

Aloha Breeze
Hillsboro Argus
Oregon Journal
The Oregonian
Valley Times

f. Others

Metropolitan Service District
Tri-Met
Beaverton School District #48J
Cooper Mt.-Aloha CPO #6
Wolf Creek Highway Water District
185th & T.V. Highway Citizens Advisory Committee
Beaverton City Library
League of Women Voters
Oregon Environmental Council
Northwest Natural Gas
General Telephone
Portland General Electric
Beaverton Area Chamber of Commerce
Southern Pacific Transportation Co. (SPRR)
Library Cooperative Service
City of Beaverton
KEX
KGW
KVIK
KXL
KYXI

COMMENTS AND COORDINATION

The project has had extensive exposure through a program of citizen and professional participation.

A Citizen Advisory Committee (CAC) was formed and met six times. The CAC's input, for the most part, represented the interests of those businesses directly affected by the project. Other citizen participation was gained through the Community Planning Organization (CPO) for the project area, and one Public Meeting conducted by Washington County.

A Technical Advisory Committee (TAC) has also met six times in the course of advancing this project to the FEIS stage. The TAC included representatives from Washington County, ODOT, Federal Highway Administration, Tri-Met (Regional Transit Authority), Oregon Department of Environmental Quality, and the Southern Pacific Railroad. The chairman of the CAC was also invited to attend.

A formal public hearing was held on June 3, 1981. Twelve persons testified orally at the hearing and eight letters of written testimony were received. Table 7 summarizes the preferences expressed during the hearing process.

Table 7

Alternative Preference Summary

Item	Total	Build	Alt. #1	Alt. #2	No-Build
Letters	8	1		2	3
Speakers	12	4	3	2	3
Hearing Cards	21			1	
		5	3	5	6

Some of the people offered oral testimony, wrote letters, and filled out hearing cards. Their preference is only tabulated once. A total of 19 people responded.

Summary of Comments Received

The following summarizes the comments received from agencies and individuals at the hearing and during the comment period for the Draft Envionmental Statement.

Public Comments:

Comment: It appears that the present traffic pattern was established to relieve a situation similar to the one proposed. Next to a grade separation, the No-Build is preferable because of less railroad/ automobile conflicts.

Response: A grade separation is the ultimate solution for eliminating intersection congestion; however, the cost of grade separating is prohibitive. Under the No-Build, the intersection will continue to deteriorate as traffic increases causing the traffic to come to an eventual standstill. This will increase the rail/automobile conflict and reduce the overall traffic safety in the area.

Comment: How can you consider a project without doing a cost/ benefit analysis?

Response: A cost/benefit analysis was not performed because both Build Alternatives would result in identical benefit to traffic mobility and safety; therefore, the only important distinction is in construction, right-of-way, and maintenance costs. In view of this, Alternative I would have a substantially better cost/benefit ratio than Alternative II because it can be constructed for only half the cost.

Comment: Either of the build alternatives simply moves the intersection congestion problem one block north and south of the highway with no plans/funds to widen 185th Avenue to accommodate projected traffic.

Response: Washington County has future plans to widen and improve 185th Avenue from the Sunset Highway to Tualatin Valley Highway. This may be accomplished by requiring new developers to provide an improved roadway along their respective frontages. Future traffic projections show that widening 185th Avenue south of Tualatin Valley Highway would not be needed through the year 2000.

Comment: Table 1 on page 20 of the DEIS indicates a reduction of traffic for the build on 185th north and south. Why spend $2 million if the traffic is reduced?

Response: The traffic numbers shown in Table 1 of the D.E.I.S. may have been misleading in the form that they were repesented. Beyond the immediate intersection area, there is no difference in projected traffic volumes between the No-Build and Build Alternatives. The apparent difference shown in Table 1 reflects the out-of-direction travel of left-turning vehicles, which would continue under the No-Build Alternative.

A new figure (Figure 9) has been added in the FEIS to assist the reader in understanding this complex traffic distribution.

Comment: The removal of the Valley Insurance Agency Building would severely impact the insurance agency business. The present location is extremely valuable because of the high visability to the motoring public. Contrary to the DEIS, page 29, walk-in business is an important part of the operation.

Response: The removal of the Valley Insurance Building will be compensated for at fair market value. In addition, a relocation assistance program is provided to offset expenses incurred in setting up the business at another location. The statement regarding walk-in business in the DEIS has been corrected in the FEIS.

Comment: The loss of parking under Alternative 1 would be deterimental to the entire business area.

Response: The removal of public on-street parking would be detrimental to some of the businesses along the south side of the Tualatin Valley Highway. Under the 1970 Relocation and Property Acquisition Act, the loss of publically owned parking is not a compensable item for these affected businesses. However, an off-street parking lot has been added to the selected alternative as a mitigative measure.

Comment: Make the Tualatin Valley Highway into a one-way couplet by building two railroad crossings and using Shaw Street as an eastbound street.

Response: This would allow for left turns from Tualatin Valley Highway and increase the capacity of the Tualatin Valley Highway in Aloha. It would also allow the on-street parking to remain. However, the two railroad crossings and the improvements to Shaw Street would more than double the cost. Additionally, this would not solve the left-turn problem from 185th to Tualatin Valley Highway.

Comment: If there were bicycle facilities on Tualatin Valley Highway, they would be used.

Response: On-street bicycle lanes are part of Alternative 1.

Comment: Installing a signal and left-turn lane at 187th and Tualatin Valley Highway is not worth the cost as both 187th and Alexander streets are too narrow and would need to be improved.

Response: No improvements to 187th and Alexander streets will be made.

Comment: It is dangerous to walk in an unlighted area to a central parking lot.

Response: Illumination would be desirable for the off-street parking lot and will be considered in the design provided that it is determined to be cost effective.

Comment: Left-turns should be constructed at 182nd and Tualatin Valley Highway and 187th and Tualatin Valley as an alternative to 185th and Tualatin Valley left-turns.

Response: This would not solve the overall traffic problem. 182nd, 187th and Alexander streets would have to be reconstructed to arterial standards in order to handle the additional traffic loads. And, even with this reconstruction, the capacity problem would still persist on 185th Ave.

Comment: The intersection of Tualatin Valley Highway and 185th is not bad enough at this time to warrant spending all that money.

Response: 185th Avenue is currently operating at a level of service "E", and is predicted to fail (LOS "F") by year 2000 under the No-Build. Under the build alternative, all streets near the intersection will operate at a level of service "D" or better in the year 2000.

Comment: Why build a bicycle lane on Tualatin Valley Highway?

Response: By State law, bike lanes must be considered on any new or reconstructed facilities unless we can demonstrate that other suitable alternative routes are available or that no use will ever be made of the bike lane. Tualatin Valley Highway is a designated bicycle route in the Washington County Comprehensive Plan.

Comment: Removing public parking and moving the existing curb out two feet will not allow the feed and seed business to continue. The loading dock is out front and will be severely impacted.

Response: An off-street parking lot will be constructed as a mitigative measure; however, the lot will not be located directly adjacent to the feed and seed store, and would not mitigate the impact associated with the current location of the loading dock.

Agency Comments:

Copies of the letters submitted by commenting agencies are contained in Appendix C. Only those comments which required responses are addressed below.

Comment: U.S. Department of Interior - There are three structures which appear to have local historic significance: the Shopeze Market, the Aloha Grange and a Feedland sic store. Although it has been determined that these buildings do not meet National Register criteria, the impacts on these buildings resulting from the selection of the build alternatives would constitute a Section 4(f) situation. Therefore, a Section 4(f) statement should be prepared.

Response: The Federal Highway Administration has determined that a Section 4(f) statement is not required since the three structures in question are not considered eligible for the National Register. The criteria for 4(f) signficance are considered to be the same as the National Register criteria.

Comment: National Oceanic and Atmospheric Administration, National Ocean Survey - Geodetic control survey monuments may be located in the proposed project area. If there is any planned activity which will disturb or destroy these monuments, NOS requires not less than 90 days' notification in advance of such activity in order to plan for their relocation.

Response: NOS will be notified if any markers are found.

Comment: U.S. Environmental Protection Agency - EPA's comments were focused on methodology details in the technical report used to prepare the air quality section of this EIS. Neither these comments nor their responses affect the summary air quality conclusions presented in the EIS. Therefore, to avoid confusion, these comments have been responded to separately, in Appendix D.

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A P P E N D I C E S

APPENDIX A

Oregon Department of Transportation's
Propety Acquisition
and
Relocation Assistance Programs

MOVING BECAUSE OF THE HIGHWAY OR PUBLIC PROJECTS?

A DESCRIPTION OF THE
OREGON DEPARTMENT OF TRANSPORTATION'S
RELOCATION ASSISTANCE
PROGRAM

Department of Transportation policy requires that no family or individual will be required to vacate any dwelling until such displacee has found or been offered adequate replacement housing.

All replacement housing offered will be fair housing open to all persons regardless of race, color, religion, sex, or national origin. Fair housing will be available to all affected persons regardless of race, color, religion, sex, or national origin.

Federal Department of Transportation Order No. 5620.1 sets forth the same requirement for Federally-assisted projects.

Relocation legislation, because of its wide scope, is somewhat complicated and difficult to read and interpret. For the benefit of those who are affected by the Department of Transportation property acquisitions, this leaflet summarizes the principal provisions of relocation services and benefits. However, persons reading this leaflet are urged not to form advance opinions as to the benefits and amounts to which they may be entitled. The right of way agent assigned to purchase a property will have detailed information for displaced persons.

OREGON DEPARTMENT OF TRANSPORTATION

Public Law 91-646, Title II, Section 216, states as follows: "No payment received under this title" (relocation payments) "shall be considered as income for the purposes of the Internal Revenue Code of 1954; or for the purpose of determining the eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal Law."

RELOCATION SERVICES

The Department of Transportation maintains fully-staffed regional right of way offices in the following locations

5821 NE Glisan Street Portland 97213 Telephone No. 238-8215	9200 McLoughlin Blvd. Portland 97202 Telephone No. 653-3113
2960 State Street Salem 97310 Telephone No. 378-2641	1058 W. Harvard Roseburg 97470 Telephone No. 672-6755
North The Dalles- California Highway Bend 97701 Telephone No. 382-1911	2111 Adams Street La Grande 97850 Telephone No. 963-8446

These offices maintain current lists of replacement dwellings, businesses, and farms for displaced persons, as well as current data on required deposits for utilities, closing costs, typical down payments, interest rates, and FHA and VA requirements and information. The offices also have maps showing the location of schools, parks, playgrounds, and shopping areas. Public transportation routes are shown and schedules and fare information is available. An experienced right of way agent is available to aid displaced persons to the fullest extent. Right of way agents do not expect and will not accept any fee for any service rendered.

ELIGIBILITY

It is most important to note that eligibility to receive any of the following benefits is not complete until the affected property has been purchased by the State.

GENERAL MOVING EXPENSES

Service charges for reconnecting utilities are reimbursable, except under "Schedule Move Procedures".

INDIVIDUAL AND FAMILY MOVING EXPENSES

Any individual or family displaced by a Department of Transportation project is entitled to receive a payment for reasonable expenses of moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site.

In order to obtain a moving expense payment, a displaced person must file, within 18 months after moving, a written claim with the Department of Transportation on a form provided for that purpose. In some cases, where it is to the benefit of the displaced person, a written arrangement with the Department of Transportation will allow the displaced person to present an unpaid commercial moving bill and the Department of Transportation will make payment directly to the mover. Residential moving costs may also be claimed according to a set schedule based upon the number of rooms of furniture to be moved.

RESIDENTIAL MOVING SCHEDULE

Unfurnished
(Relocatee owns furniture)

$ 60 (1 rm) $180 (3 rm) $300 (5 rm)
$120 (2 rm) $240 (4 rm)
Five or more rooms - $300

Furnished
(Relocatee does not own furniture)

$20 per room up to a maximum of $300

MOBILE HOME MOVING SCHEDULE

(Based upon total floor area)

Amount of Payment	Square Foot Area
$100	Up to 200 sq. ft.
$200	201 sq. ft. - 600 sq. ft.
$300	More than 600 sq. ft.

In addition to the moving payment based on a room count or mobile home square-foot area, a dislocation allowance of $200 will be paid

BUSINESS, FARM & NONPROFIT ORGANIZATION MOVING EXPENSES

Displaced businesses, farm operations and nonprofit organizations are entitled to receive actual reasonable moving expenses for moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site. The actual and reasonable cost of searching for a replacement location may be claimed up to $500 for a farm or business and up to $100 for advertising sign companies. Such payments must be supported by receipted bills or other evidence of expenses incurred.

As an alternate moving expense procedure, in the case of a self move, the business, farm operation or nonprofit organization may be paid an amount not to exceed the lower of two estimates secured by the Department of Transportation from competent moving companies.

Under certain conditions, businesses, farms, and nonprofit organizations may receive payments for direct losses of tangible personal property resulting from the necessity to relocate.

In lieu of moving expense payments, a displaced or discontinued business or farm operation, except advertising sign owners, may, under certain conditions, elect to receive an amount equal to the average annual net earnings of the business or farm operation during the two tax years immediately preceding the year in which such business or farm operation is displaced. The payment cannot exceed $10,000 and will not be less than $2,500. Those who choose the "in lieu" payment are not eligible for any other relocation benefit payment.

STORAGE OF PERSONAL PROPERTY

Occasionally, unusual circumstances may make the storage of personal property mutually beneficial to the displaced owner and the State. The cost of such storage may qualify for a payment in addition to the actual moving expense payments. It should be clearly understood that those dislocatees accepting the schedule or in lieu moving expense payment are not eligible to receive the storage expense benefit. This additional benefit requires the written approval from the Department of Transportation and may not exceed twelve months.

REPLACEMENT HOUSING

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 180 days or more

immediately prior to the initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $15,000.

The replacement housing payment is the amount, if any, when added to the amount for which the State acquired his dwelling, equals the actual cost which the owner is required to pay for a decent, safe and sanitary replacement dwelling or the amount determined by the State as necessary to purchase a comparable dwelling, whichever is less. Also, to compensate the owner for increased interest costs he is required to pay for financing the replacement dwelling and for the actual closing costs incidental to the purchase of replacement housing.

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 90 days or more but less than 180 days or a tenant-occupant of 90 days or more immediately prior to initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $4,000. This payment is the amount necessary to make a down payment on the purchase of a replacement dwelling and to reimburse the relocatee for the actual closing costs incidental to the purchase of the replacement dwelling. Necessary deposits for taxes and insurance are not considered as closing costs. In those cases where an owner-occupant of 90 days or more but less than 180 days or the tenant-occupant of 90 days or more chooses to rent instead of purchasing a replacement dwelling, he may, under certain conditions, become eligible for a payment up to $4,000 to enable him to rent a decent, safe and sanitary replacement dwelling.

The rent payment is the increase in rent necessary to rent a comparable dwelling for 48 months or the amount determined by the State as necessary to rent a comparable dwelling for 48 months, whichever is less.

To be eligible for these benefits, the displaced occupant must occupy a decent, safe and sanitary replacement dwelling within one year subsequent to the required date of displacement from the dwelling unit acquired by the Department of Transportation.

Claims for housing additives and rent supplements must be made in writing on a Department of Transportation form supplied for this purpose and must be filed with the Department of Transportation no later than 18 months after the date of displacement or six months after final adjudication of a condemnation case.

Before payments for any replacement dwelling benefits can be made, the replacement dwelling must be checked by Department of Transportation personnel to ascertain that it meets the decent, safe and sanitary standards established by the Federal Department of Transportation. We advise that you have this determination made prior to making a commitment to rent or buy. Please understand that the replacement dwelling decent, safe and sanitary inspection that will be conducted by agency personnel is for the sole purpose of determining a relocatee's eligibility for a relocation payment.

POSSESSION

No person lawfully occupying real property shall be required to move from his home, farm or business location without at least 90 days' written notice.

The displacee will be notified 30 or more days prior to the date the property must be vacated. The 30-day notice will not be given until the property owner has been paid for his property.

APPEALS

Any relocatee who is dissatisfied with any ruling on his eligibility or claim for any relocation benefit payment shall have the right of appeal. Appeal forms can be secured from the right of way agent who is handling the property acquisition. The Chief Administrative Officer of the Department of Transportation has delegated his review authority to a two-member board. Appeals must be filed with the board within 90 days after the State acts on a claim or denies eligibility for a benefit.

Any person making such an appeal will be given full opportunity to be heard at an appeal hearing arranged to examine his complaint. A prompt decision will be provided giving reasons in support of the result reached. The decision by the board will be considered as final.

RIGHT OF WAY AGENT

Relocatees will be given detailed information regarding their eligibility and possible benefits by the right of way agent assigned to acquire the property.

Rev. 5-78

1970 RELOCATION ACT — MONETARY BENEFITS

RESIDENTIAL				BUSINESS & FARM	
Owner-occupant of 180 days or more prior to initiation of negotiations for the parcel.		Owner-occupant of 90 days or more but less than 180 days and tenant occupants of 90 days or more occupancy prior to initiation of negotiations for the parcel.		Owner-occupants and tenant occupants entitled to same benefits. Must occupy at initiation of negotiations for the parcel.	
Housing Additive	$15,000 maximum	Rent Supplement	$4,000 maximum	Actual reasonable moving costs	Actual
Including		Or		Or	
Costs incidental to purchase of replacement dwelling		Down payment benefit and costs incidental to purchase of replacement dwelling	$4,000 maximum	Negotiated moving cost payment not to exceed lower of two estimates secured by agency	No more than less estimate
And including		Plus		Plus	
Increased interest cost on replacement dwelling		Actual reasonable moving costs	Actual	Tangible personal property loss due to relocation	Actual value or estimated cost to move, whichever is lower
or		Or		Plus	
Rent Supplement	$4,000 maximum	Moving costs based upon schedule	$500 maximum	Reasonable cost of search for new site	$500 maximum $100 maximum for sign companies
Plus		Or		Plus	
Actual reasonable moving costs	Actual	Storage of personal property up to twelve months, if necessary	Actual	Storage of personal property up to twelve months, when necessary	Actual
Or				Or	
Moving costs based upon schedule	$500 maximum			Payment "in lieu" of all other benefits requires approval of agency	Average of net earnings for two years prior to year of relocation $2,500 minimum $10,000 maximum
Or					
Storage of personal property up to twelve months, when necessary	Actual				

81-734-3772

ACQUIRING LAND FOR HIGHWAYS AND PUBLIC PROJECTS

A description of the Department of Transportation land acquisition program

OREGON DEPARTMENT OF TRANSPORTATION

When expanding or improving highway facilities in Oregon, the Department of Transportation has the task of acquiring rights-of-way. It is the aim and desire of the Department to obtain these necessary rights-of-way with fairness and equity to all.

The State is empowered to acquire private property for public use in order to provide the greatest good for the greatest number. With this power goes the obligation to protect the rights of the individual property owner. The Department of Transportation thus has a dual responsibility – recognition and protection of the individuals who are affected by acquisition of land and competent and efficient service to the public.

PUBLIC HEARINGS

Public hearings, when requested, are held during the location and design stages of a project. Such hearings afford each person or agency full opportunity for effective public participation to ensure that highway locations and designs are consistent with Federal, State, and local goals and objectives.

The first hearing is held after preliminary studies have been made on several possible corridor routes. The data gathered in the studies is presented at a "Corridor Hearing". During the course of the hearing, testimony from interested persons is recorded for study by Department of Transportation personnel and the Oregon Transportation Commission.

Upon selection of a corridor location by the Transportation Commission, a detailed survey within that corridor is made and a preliminary design plan developed for later presentation at a "Design Hearing". During the course of the survey, a Liaison Agent attempts to interview all property owners affected concerning the effect the proposed highway has on their ownerships.

The holding of "Design Hearings" provides all interested persons and public agencies an opportunity to present testimony for consideration of final highway design.

In an instance where a choice of corridors is not involved, such as in the case of an improvement project on an existing highway, a single "Combination Corridor - Design Hearing" may be held.

After all data and testimony have been studied, a final design is adopted by the Transportation Commission and the acquisition of necessary rights-of-way is authorized. The parcels of property needed for the improvement will be described, and the right-of-way acquisition activities can commence.

APPRAISAL PROCEDURE

Department of Transportation appraisal procedures, which are designed to protect both the property owner and the taxpayer's dollar, call for an appraisal of every parcel of right-of-way. These appraisals are performed by a staff appraiser, a professional fee appraiser, or both. When business and commercial properties are involved, more appraisers may be assigned. The property owner or his designated representative will be given an opportunity to accompany the appraiser during his inspection of the property.

The appraisers consider every indicator of value. Their differences in findings, if any, are studied and reconciled. The results are checked by the Department of Transportation Right of Way officials and then approved for acquisition.

This thoroughness, plus the busy work schedules of the professional fee appraisers, explains the occasional delays between the time of the appraisal and the arrival of the Right of Way Agent.

THE RIGHT OF WAY AGENT

The Right of Way Agent who calls on the property owner has studied the appraisal and can illustrate with maps and other data how the right-of-way will affect the property. The Agent has been authorized to recommend a price and obtain an option to purchase the property, which option is subject to approval of his supervisors and the Oregon Transportation Commission. It should be noted that the Agent is unable, under the procedures governing him, to engage in "horse trading", he is confined to those monetary values indicated by appraisal.

It is desirable to complete acquisition and transfer as soon as possible, but not at the expense of the owner's thoughtful consideration of the State's proposal.

MARKET VALUE

Before the initiation of negotiations for real property, the Department of Transportation will establish an amount which is believed to be just compensation and will make a prompt offer to acquire the property for the full amount so established. In no event will the amount be less than the approved appraisal of the fair cash market value of the property. Fair cash market value may be defined as the price a willing buyer would pay for a property offered by a willing seller with neither party having any obligation to either buy or sell. This is known as the "willing buyer - willing seller" concept and is the basis for "market value".

In instances in which only a portion of a property is to be acquired, the compensation is based on either the value of the land taken and damages to the remainder, if any, or the "before-and-after" method. This means that the owner's loss is equal to the difference in the market value of his property before the State's acquisition and its market value immediately thereafter.

Any decrease or increase in the fair cash market value of the real property prior to the date of valuation caused by the public improvement for which the property is acquired, or by the likelihood that the property would be acquired for such improvement other than that due to physical deterioration within the reasonable control of the owner, will be disregarded in determining the compensation for the property.

Property damage payments, under Oregon law, can be made only to those persons whose property is actually purchased or used by the Department of Transportation.

MOVING IMPROVEMENTS

The law states that the property owner is entitled to money for his property, however, if he wishes to have his house or buildings moved, this may be done provided certain conditions are met.

The property owner must agree to such a move and the total cost to the State must be less than a cash purchase.

The property owner must make his own arrangements for moving the building. The State is not able to undertake the work nor to contract the work for the owner.

PAYMENT

An understanding of the processing of a signed agreement and the payment by check will alleviate some of the concern about a seemingly delayed payment.

The option agreement must be approved by the Oregon Transportation Commission. After approval has been received, the property owner is notified of

acceptance and conveyance of the title and payment may proceed. No payment of State funds will be made until a warranty deed, or other legal document has been recorded in the appropriate County records.

Any encumbrances to the title, such as unpaid taxes, assessments, mortgages, outstanding leases or the like, must be cleared by releases prior to preparation of a voucher. At the time the deed is available for recording, a voucher is prepared and forwarded to the Highway Division Controller for preparation of a check in payment for the property. Under normal circumstances, in which no cloud obscures the title, about four weeks elapse between the time a deed is received from the property owner and the time a check is mailed to him.

In the event the property owner is unable to convey and clear title satisfactorily to the State, or in the event the State and the property owner cannot reach a mutually satisfactory agreement, a condemnation action will be filed and the amount established by the State as just compensation will be deposited with the court for distribution in accordance with the order of the court.

POSSESSION

At the time negotiations begin with a property owner, all tenants on the property as well as the owner will be notified in writing that it is the intent of the Department of Transportation to acquire the property and give the requirements for relocation benefits.

No person lawfully occupying real property shall be required to move from his home, farm or business without at least 90 days' written notice. The displacee will be notified 30 or more days prior to the date the property must be vacated. The 30 day notice will not be given until the property owner has been paid for his property.

The Department is aware of the need of a reasonable time for relocation. If a property is not needed for several months, continued occupancy may be permitted at a reasonable rental through the Regional Property Agent.

EMINENT DOMAIN

The property owner need not accept the State's offer or enter into an agreement he feels to be unfair. A refusal is simply a case of disagreement between the two parties on the value of the property. The Department of Transportation, in the expenditure of public funds, is restricted to competent appraisals in ascertaining fair cash market value.

The Department is ready and willing to reconsider its position in light of any new evidence of value presented by the owner, including a documented professional appraisal procured by the owner.

Only in the event the parties are unable to agree as to the compensation to be paid, or the owner cannot clear title, will a condemnation suit be filed. Time for an extended discussion on some projects may not be available if the State and the highway users are to avoid the loss of considerable monies due to any delay in a project. Discussions can of course, continue even after a suit is filed. The filing of the suit permits the State under Oregon law, to authorize the contractor to enter on the property.

RIGHT OF WAY OFFICES

For the service and convenience of those affected by highway activities, the Oregon Department of Transportation maintains fully staffed Regional Right of Way Offices at the following locations:

5821 NE Glisan Street
Portland 97213
Telephone No.
238-8215

9200 M. Loughlin Blvd.
Milwaukie 97202
Telephone No.
653-3113

2960 State Street
Salem 97310
Telephone No.
378-2641

1058 W. Harvard
Roseburg 97470
Telephone No.
672-6755

North The Dalles-
California Highway
Bend 97701
Telephone No.
382-1911

2111 Adams Street
La Grande 97850
Telephone No.
963-8446

Persons having questions concerning right-of-way matters are encouraged to contact the nearest Regional Office.

QUESTIONS AND ANSWERS

ACQUISITION

1. What authority does the Right of Way Agent have in acquiring the property?

   The Agent has authority to attempt to agree as to price and to submit his recommendation for presentation to the Oregon Transportation Commission.

2. Can the Right of Way Agent make a formal offer for the property?

   No, he cannot. Only the Transportation Commission or its designated representative has authority to make an offer. The Agent may recommend a price for the necessary parcel.

3. Is earnest money received if an option is signed?

   No. If the option is accepted by the Commission, the amount involved is mailed after the processing of the option.

4. What courses does the property owner have if negotiations fail?

   He has the right to have a jury hear the case and make an award.

PAYMENT

1. Who prepares the deed and clears the title?

   The Salem Right of Way Office of the Department of Transportation prepares and records most of the documents necessary to convey clear title, however, it is the property owner's obligation to secure signatures on any documents which may be necessary to provide clear title.

   The State orders and pays for title insurance unless other arrangements are made.

2. How does the property owner know the State will fulfill its obligation?

   The option approved by the Transportation Commission remains a binding contract even after the deed is signed. The State is bound by this agreement as to its own obligations, and, by the same token, it cannot exceed the authority contained therein.

3. Can the property owner rent or buy buildings?

   Unless other specific arrangements are made, buildings will be sold at public auction after proper notification in the newspapers. All sales and rentals are handled by the Regional Property Agent.

CONSTRUCTION FEATURES

1. Why is new right-of-way necessary? Why can't the present highways be rebuilt?

   The standards of the new Federal aid highways, as established by the State and the Federal Highway Administration, are such, that rebuilding many of the present highways to meet these standards is not economically sound. In addition, most of these existing highways will be needed to assist the freeways in carrying the heavy volume of traffic. In some cases the present improved highway is to be used as one of the four lanes of the new freeway.

2. Who determines the necessity, location, width of right-of-way, access control, and schedule of construction for new State highways and public projects?

   The Oregon Transportation Commission, upon recommendation of the Administrator and State Highway Engineer, and the Federal Highway Administration when required.

VALUE

1. How does the State arrive at the value of the property?

   Real estate appraisals are prepared and submitted by staff or fee appraisers, or both.

   A staff appraisal is one which is prepared by an employee of the Department of Transportation who is qualified by education, training, and experience to make property appraisals.

   A fee appraisal is one prepared by a professional appraiser who is employed for a particular job. He is not a State employee but an independent appraiser whose services are generally available to anyone wishing to retain him.

2. How about the appraiser the property owner hires?

   The Department will gladly examine with open mind the appraisal prepared for the owner. If it is a fully-documented appraisal, the State review staff is authorized to give it the same consideration as those prepared for the State.

Rev 12 77

APPENDIX B

State Historic Preservation Office

Letter of Concurrence

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

November 24, 1980

In Reply Refer to File No.:

MR PIETER DYKMAN
RESEARCH COORDINATOR
ENVIRONMENTAL RESEARCH UNIT
TECHNICAL SERVICES BRANCH
TRANSPORTATION BUILDING
SALEM OR 97310

Dear Mr. Dykman:

RE: 185th-Tualatin Valley Highway Project
Washington County, Oregon

This is to confirm that we have had an opportunity to review the Cultural Resource Survey Report for the above-named project.

The State Historic Preservation Office concurs with the finding of "No Effect" upon properties in, or eligible for inclusion in the National Register of Historic Places.

Further, we also concur with your finding that an archeological reconnaissance is not required in this case, owing to extensive ground disturbance by prior development throughout the project area.

We appreciate the opportunity to offer these comments, and we hope they will be helpful.

Sincerely,

D. W. Powers, III
Deputy SHPO

DWP/EWP/js

APPENDIX C

Agency Comment Letters

United States Department of the Interior
OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
500 N.E. Multnomah Street, Suite 1692, Portland, Oregon 97232

May 22, 1981

RECEIVED

ER 81/585

David E. Wilken
Federal Highway Administration
530 Center Street, N.E.
Salem, Oregon 97301

Dear Mr. Wilken:

In response to your April 13, 1981 letter, we have reviewed the Draft Environmental Statement for 185th Avenue at Tualatin Valley Highway.

There are three structures which appear to have local historic significance: the Shopeze Market, the Aloha Grange Hall and a Feedland store. Although it has been determined that these buildings do not meet National Register criteria, the impacts on these buildings resulting from the selection of the build alternatives would constitute a Section 4(f) situation. Therefore, a Section 4(f) statement should be prepared.

Sincerely,

Charles S. Polityka

Charles S. Polityka
Regional Environmental Officer

UNITED STATES DEPARTMENT OF COMMERCE
The Assistant Secretary for Policy
Washington, D.C. 20230

Mr. Gary A. Potter
Environmental Section
Oregon State Highway Division
412 Transportation Building
Salem, Oregon 97310

Dear Mr. Potter:

This is in reference to your draft environmental impact statement entitled, "185th Avenue at Tualatin Valley Highway." The enclosed comment from the National Oceanic and Atmospheric Administration is forwarded for your consideration.

Thank you for giving us an opportunity to provide this comment, which we hope will be of assistance to you. We would appreciate receiving four copies of the final statement.

Sincerely,

Robert T. Miki
Director of Regulatory Policy

Enclosure Memo From: Robert B. Rollins
National Ocean Survey
National Oceanic and
Atmospheric Administration

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SURVEY
Rockville, Md. 20852

APR 2 1981

OA/C52x6:JVZ

TO: PP/EC - Thomas K. Bick

FROM: OA/C5 - Robert B. Rollins

SUBJECT: DEIS #8104.16 - 185th Avenue at Tualatin Valley Highway, Washington County, Oregon

The subject statement has been reviewed within the areas of the National Ocean Survey's (NOS) responsibility and expertise, and in terms of the impact of the proposed action on NOS activities and projects.

Geodetic control survey monuments may be located in the proposed project area. If there is any planned activity which will disturb or destroy these monuments, NOS requires not less than 90 days' notification in advance of such activity in order to plan for their relocation. NOS recommends that funding for this project includes the cost of any relocation required for NOS monuments. For further information about these monuments, please contact Mr. John Spencer, Director, National Geodetic Information Center (OA/C18), or Mr. Charles Novak, Chief, Network Maintenance Branch (OA/C172), at 6001 Executive Boulevard, Rockville, Maryland 20852.

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

REPLY TO ATTN OF: M/S 443

4 JUN 1981

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

Re: SW 18th Avenue at Tualatin Valley Highway Draft Environmental Impact Statement (EIS)

Dear Mr. Wilken:

We appreciate the opportunity to review the Draft EIS for the subject project. Based on our review, we are rating this project LO-2 (LO - Lack of Objections; 2 - Insufficient Information). Our only comments on this project relate to the air quality analysis. Based on the information in the Draft EIS, the project appears to be consistent with the State Implementation Plan. In order to better understand the analysis, however, we feel the following information should be included in the Final EIS.

1. EPA does not recommend calibration of the model but encourages validation. Because Caline III was calibrated and the results were poor, the modeled results were not used. The correlation coefficients and calibrated results should be reported in order to justify disregarding these CO values. Table 10 which contains modeled and measured results is missing from the Air Quality Report and should be included in the Final EIS.

2. A detailed discussion of the Caline III model was provided but the proportional technique which was used to estimate CO concentrations is not explained. A description of this technique should be included in order to provide a better understanding of the methodology used.

3. The analysis does not state the background value that was added to estimated CO concentrations. This assumed value and justification for its selection must be provided.

4. Although the CO sampler's location with respect to the roadway is identified (30 feet), it is not clear how this relates to the right-of-way. Because the maximum concentration usually occurs at the right-of-way, this information should be included in the Final EIS.

If you have any questions about our comments, please contact Kathy Davidson of mys staff at (206) 442-4011 (FTS 399-4011).

Sincerely yours,

Elizabeth Corbyn

Elizabeth Corbyn, Chief
Environmental Evaluation Branch

cc: G. Potter, ODOT
I. Lloyd, FHWA
S. Little, EPA

United States Department of Agriculture

Soil Conservation Service

1220 S.W. Third Avenue
16th Floor
Portland, OR 97204

May 13, 1981

Gary A. Potter
Oregon State Highway Division
412 Transportation Building
Salem, OR 97310

Dear Mr. Potter:

My staff has reviewed the Draft Environmental Impact Statement for 185th Avenue at Tualatin Valley Highway.

This project should have a positive long-term impact on the social and economic environment of the community. We foresee no adverse environmental affects.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,

GUY W. NUTT
State Conservationist

cc: Chief, SCS, USDA, Washington, D.C. 20019

Advisory Council On Historic Preservation

1522 K Street, NW
Washington, DC 20005

Reply to:

Lake Plaza South, Suite 616
44 Union Boulevard
Lakewood, CO 80228

May 13, 1981

Mr. Gary A. Potter
Manager, Environmental Section
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Potter:

Thank you for your request on behalf of the Federal Highway Administration for comments on the draft environmental statement (DES) for 185th Avenue at Tualatin Valley Highway, Washington County, Oregon. Pursuant to Section 102(2)(C) of the National Environmental Policy Act of 1969 and the Council's regulations, "Procedures for the Protection of Historic and Cultural Properties" (36 CFR Part 800), we have determined that your DES appears adequate concerning our area of interest, and we have no further comments.

Sincerely,

Louis S. Wall
Chief, Western Division
of Project Review

VICTOR ATIYEH
GOVERNOR

Executive Department

155 COTTAGE STREET N.E., SALEM, OREGON 97310

May 12, 1981

Gary A. Potter, Manager
Environmental Section
Department of Transportation
Highway Division
Transportation Building
Salem, OR. 97310

Dear Mr. Potter:

185th Avenue at Tualatin Valley Highway
PNRS 8104 4 390

Thank you for submitting your draft Environmental Impact Statement for State of Oregon review and comment.

Your draft was referred to the appropriate state agencies for review. The consensus among reviewing agencies was that the draft adequately described the environmental impact of your proposal.

We will expect to receive copies of the final statement as required by Council of Environmental Quality Guidelines.

Sincerely,

INTERGOVERNMENTAL RELATIONS DIVISION

Martin W. Loring, Manager
Grants Coordination and Management Section

MWL:cb

APPENDIX D

Response to EPA Comments

RESPONSE TO EPA COMMENTS

S.W. 185th Ave.-Tualatin Valley Highway

Comment 1: EPA does not recommend calibration of the model but encourages validation. Because Caline III was calibrated and the results were poor, the modeled results were not used. The correlation coefficients and calibrated results should be reported in order to justify disregarding these CO values. Table 10 which contains modeled and measured results is missing from the Air Quality Report and should be included in the final EIS.

Response: It was unfortunate that Table 10 was inadvertantly omitted from the copy of the air quality report which was sent to EPA. However, the table was sent to EPA on May 21, 1981, so the review could be made. A correlation coefficient of 0.162 was obtained for the 60 hours (5 days) of monitored data.

Comment 2: A detailed discussion of the Caline III model was provided but the proportional technique which was used to estimate CO concentrations is not explained. A description of this technique should be included in order to provide a better understanding of the methodology used.

Response: The proportional modeling technique is basically:

1. Compute a ratio of the total emissions for the monitored year and the total emissions for the desired future year. These total emissions are calculated by multiplying the traffic volume (average hour of the peak 8 hours) by the composite vehicle emission factor. The traffic volumes would be representative of the monitored site.

2. Multiply the maximum second highest 8-hour averaged CO concentration measured at the monitored site by the total emissions ratio developed in Step 1. Background CO concentrations are not required since they would be included in the second highest 8-hour CO concentration.

Comment 3: The analysis does not state the background value that was added to estimated CO concentrations. This assumed value and justification for its selection must be provided.

Response: In order to use the proportional technique, sufficient monitoring of ambient CO data is required. This data must include the CO concentration considered to be representative of the maximum second highest 8-hour average CO concentration. A background CO concentration, therefore, would be unnecessary since the monitored CO data includes CO data from all sources and not just the roadway. The proportional modelling technique is an appropriate technique since the method utilizes emissions data from all the roadways which are believed to contribute to the site in question.

Comment 4: Although the CO sampler's location with respect to the roadway is identified (30 feet), it is not clear how this relates to the right-of-way, this information should be included in the Final EIS.

Response: The right-of-way at the CO sampler location is 80 feet while the roadway width is 64 feet. The sampler location is, therefore, 22 feet from the right-of-way and 30 feet from the edge of roadway pavement. The CO sampler was located where a person could reasonably be exposed to carbon monoxide concentration for a period of eight hours.

10,138

Ex 1-8

Ex 5.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 1

9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

October 11, 1982

In Reply Refer to
File No

Mr. John Meluso, Jr.
19530 NW Mahama Pl.
Portland, UR 97229

Dear Mr. Meluso:

Your suggestion for a westbound right turn lane at the intersection of SW 185th and the Tualatin Valley Highway has been reviewed. A request to have this done is being sent to the District Maintenance Supervisor. He will have the necessary work done as soon as it can be scheduled.

An alternate route to 185th northbound is also possible by turning right at 182nd, going two blocks to SW Alexander, turning left at Alexander, and proceeding three blocks to 185th, thereby avoiding the congestion at 185th and the Tualatin Valley that you mentioned.

Thank you for your suggestion.

Sincerely,

George B. Gadeholt

George B. Gadeholt
Asst. Region Traffic Operations Supervisor

cc H. S. Coulter
Earl Reed, Wash. Co.

RECEIVED
STATE HWY ENGR
OCT 13 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ltr | File

F

Form 734-1840

Cor Lux

A Corporation . . .
For A New Era.

Oregon State Highway Dept.
State Highway Building
Salem, Or 97310

Attn: Mr. Scott Coulter

OM MRE OS PDM CI
TDS RECEIVED ME
DS AUG 31 1982 PDM
CSA Metro Region TAM
SO PA EM LM

NOTED
H. S. COULTER

Dear Mr. Coulter,

I apologise for taking up your valuable time, however, I feel the issue is important and I'm sure you're able to reach the right person with this information.

I realize the State and your responsibilities are vast and all situations are difficult to keep a handle on. The situation of the T. V. Highway and 185th intersection is one in which I would like to describe. With the emergance of 185th as a heavily traveled major route, there has been a great deal of congestion. The highway goingwest before 185th, seems to be wide enough for a right turn lane. I have seen many people use said area as such. And an Officer W.P. Bailey, Badge #5138, Washington County Sheriff, has reccommended such in court and though his channels have been unsuccessful I felt by making you aware of the situation via this letter some action might be possible.

These times are stressful enough, so if we could work together, communicate and simply solve some of the needless frustration around the better off I'm sure we all would be.

I thank you in advance for your attention to this letter and you will do what you can.

Very Truly Yours,

John Meluso Jr.

REPLY
To serve you more promptly and economically, we are replying to your letter with marginal notations on the letter itself.

RECEIVED
STATE HWY ENGR
AUG 27 '82
REFER TO
Ed Hewett
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc: Engineering Division, Washington County
Hillsboro District Court, Washington County

Mr Meluso Jr.
Your suggestion for a right turn lane on the T.V. Highway will be reviewed to see if sufficient space is available and if there is a conflict with a bus stop.
You will be advised. Ronald Eaimezar Traffic Operations Supervisor 653-3100

CC Coulter
Hewett Geibel

John Meluso, Jr., 19530 NW Mahama Place, Portland, OR 97229
Phone (503) 645-6782

10,125

TRA 7-8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-32(7)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90008

2A. COUNTY NAME: Washington

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4/19/82

8. FEDERAL ROUTE NUMBER: Primary 32

9. STATE ROUTE NUMBER: Primary 29

10. GENERAL LOCATION:

T. V. Highway at SW 185th Avenue (Aloha) Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change See below

13. REMARKS

As requested in Mr. Swan's letter of 4/15/82 I approve the revised Preliminary Engineering Costs to a TEC of $156,600 Federal Funds $133,210.

(Increase TEC $40,100 Federal Funds $33,210 Appn Code 580)

RECEIVED
STATE HWY ENGR
APR 22 '82
REFER TO Reclining
FOR
Info | Inves | R/D | D/A | Sign | Act | File

Orig to 9/23

14. DATE: 4/19/82

15. SIGNATURE OF APPROVING OFFICIAL: E. Walch

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10/13

TRH 7 8

54

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.

PRO 6-2

April 15, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

Original Signed By
D. E. Swan

SUBJECT: Program Change
Item No. 90008
Project No. IX-32(7)
Tualatin Valley Highway @ 185th
Washington County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated April 9, 1982.

Approval of this request will involve an increase of $40,100.00 in total cost and Federal obligation of $33,210.00 in Interstate Substitution General Funds with revised financing as follows:

	TEC	FF	Appn Code	%
Previous	$156,600.00	$133,210.00	---	85.0
Previous	116,500.00	99,900.00	(823)	----
Difference	$ 40,100.00	$ 33,210.00	(580)	----

RHZ:bkc
Attachment

cc: E.L. Hardt (Metro)
F.E. Terpin
Judy Smith (Metro)
Jon Rose (Metro)
Gary Zehner
✓General Files

Form 734-3122

Form E-30 (Rev. 8-71)

10,128

Planning File No. 76-27

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Tualatin Valley Highway @ S.W. 185th Avenue

Highway Tualatin Valley #29

County Washington #34

Date March 23, 1982

Authorization No. 2

Survey Prefix 34-1990 (Assigned by Salem office)

Description of termini, route, length, etc.:

Intersection is located in Aloha, Oregon on the Tualatin Valley Highway, west of Beaverton. Overall length is 0.70 mile.

Proposed:

Re-align and widen Tualatin Valley Highway; provide for channelized intersection and signals to be revised and intertied with railroad.

Purpose of survey:

State to perform field survey and prepare environmental documents, plans, specifications, estimate of cost and complete PS & E. County to assist in citizen involvement.

Estimate of cost: $725,000 (construction)
Funding: FAIX (Mt. Hood Transfer)
F.A. No. IX-32(7)

Field Survey	(901)	52,600
Citizen Participation	(902)	5,000
City or County	(903)	500
Consultant	(904)	
Final Design	(905)	6,000
Bridge Design	(906)	1,300
Preliminary Design	(907)	1,000
R/W Description	(909)	2,000
Soils & Geology	(910)	2,500
Traffic	(911)	4,500
Landscape	(912)	1,000
Liaison R/W	(913)	6,000
Utility	(914)	600
Final Audit	(915)	
Photogrammetry	(916)	3,900
Location Studies	(918)	1,000
Engineering Graphics	(919)	0
Office Engineer	(920)	
Specifications	(921)	2,000
Administrative Services	(922)	100
Environmental	(923)	40,000
Foundation Exploration	(926)	
Seminars	(950)	500
Personal Leave	(960)	500
Hearings	(980)	9,500
Equal Opportunity	(985)	
Advisory Committee	(986)	
Department of Transp.	(924)	500
Air Monitoring	(925)	3,000

Bring Up

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
MAY 17 1982
LOCATION SECTION

Total estimated cost of survey	$144,000
Previous authorization	115,100
Additional authorization requested	28,900
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

C.H. DUVAL, Location Manager

Recommended for Approval:

J.D. MCCLURE, Project Development Manager

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SD 2604-734

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 16, 1981

PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Study Report
Item No. 90008
Project No. IX-32(7)
T.V. Highway @ SW 185th Ave. (Aloha) Section
Washington County

Enclosed is a copy of the study report for the subject project to aid you in your evaluation to determine if the Final Environmental Impact Statement (FEIS), when submitted, adequately addresses the proposed location/design.

I request authorization, after statutory requirements have been fulfilled for the (FEIS), to proceed with the portion of preliminary engineering, including utility and railroad preparatory work, necessary to obtain PS&E approval with no additional obligation of funds to commence this phase of work.

JLG:bkc
Enc.

cc: R.N. Bothman (Metro)
F.E. Terpin
Gary Potter
Judy Smith (Metro)
Jon Rose (Metro)
E.L. Hardt (Region 1)
Gary Zehner
John Grassman
General Files

Form 734-3122

TKH 7-8

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 7

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: October 27, 1981

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Tualatin Valley Highway at SW 185th Avenue
Tualatin Valley Highway
Washington County

Herewith a copy of the hearing study report that the Metropolitan Branch prepared for subject section.

We have reviewed the report and agree with their recommendation. If you concur with the recommendation, please approve the report and return it to me for further distribution.

FET:DB:ge
Attachment

cc J. McClure
R. Heard
W. Hackleman

RECEIVED
10-30-81

RECEIVED
TECHNICAL SERVICES
OCT 28 '81
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Contains Recycled Materials
81-125-1307

SP°75603-125

OREGON DEPARTMENT OF TRANSPORTATION
METROPOLITAN BRANCH

TUALATIN VALLEY HIGHWAY @ S.W. 185th AVE.
Washington County

HEARING STUDY REPORT

October 1981

Prepared by Bob Heard
Project Development Unit

CONTENTS

Vicinity Map i

Typical, Alternative No. 1 ii

Recommdation iii

History 1

Purpose 1

Project Development 1

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Project Cost and Funding 3

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Summary of Written/Oral Testimony and Responses 7

Conclusion 12

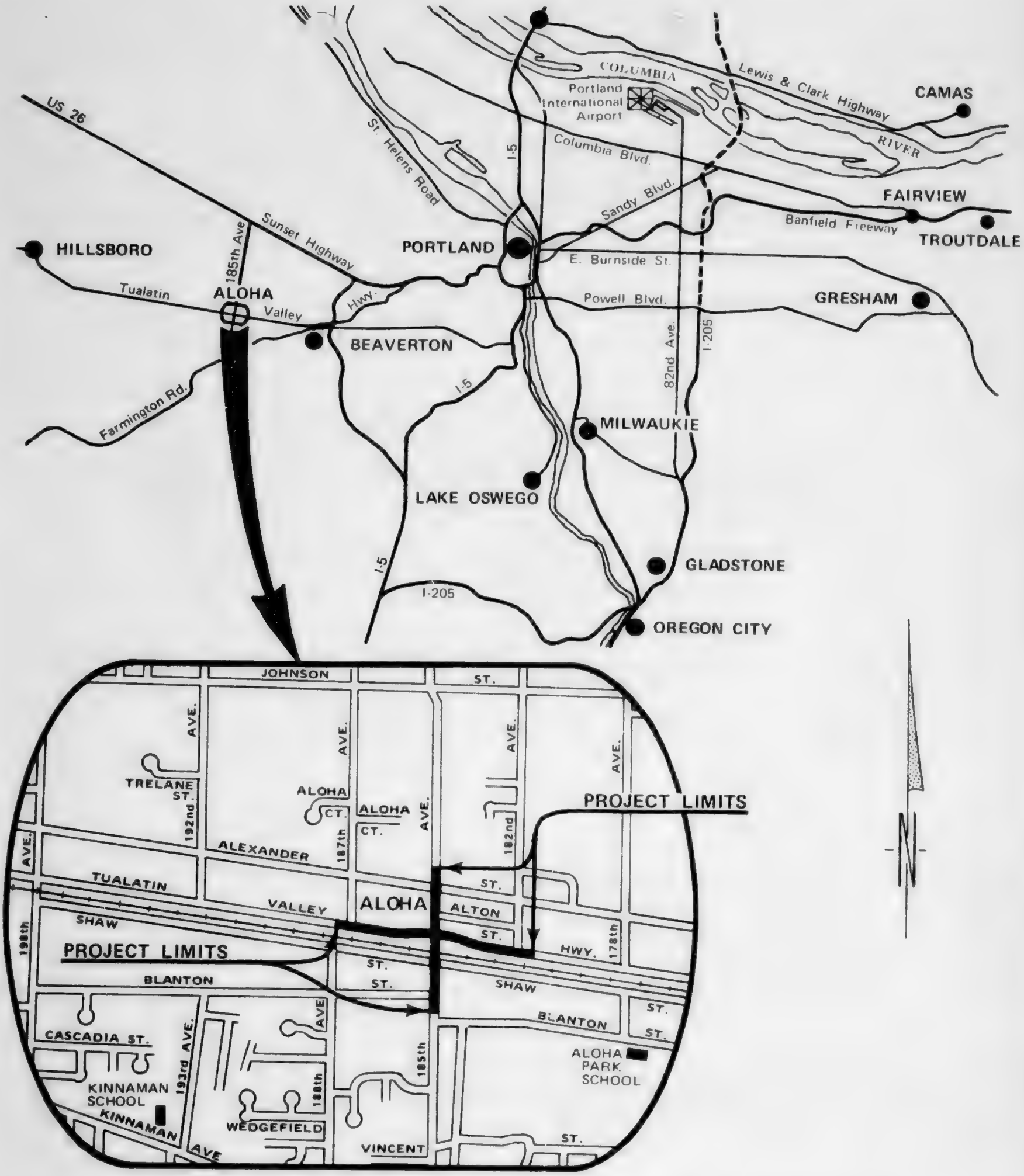
Alternative No. 1 Map 14

Appendices

Washington County Staff Letters . . . . . A

Washington County Resolution . . . . . A

Hearing Transcript . . . . . B



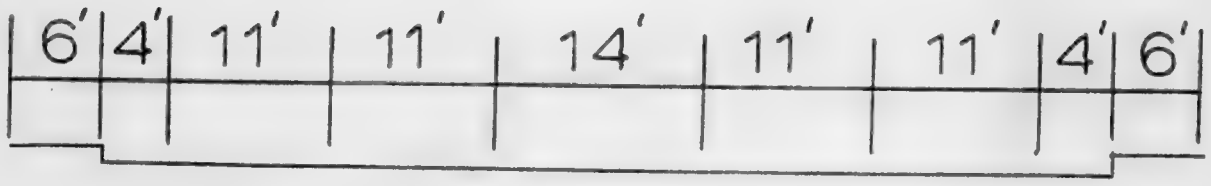
OREGON DEPARTMENT OF TRANSPORTATION

TUALATIN VALLEY HIGHWAY at S.W. 185th AVE.

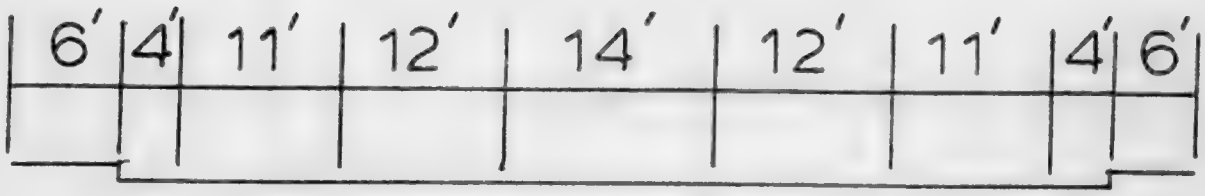
TUALATIN VALLEY HIGHWAY

WASHINGTON COUNTY

ALTERNATIVE 1



185th AVE.



TUALATIN VALLEY HWY.

RECOMMENDATION

PREFERRED ALTERNATIVE

The Oregon Department of Transportation (ODOT) recommends design alternative No. 1 be advanced to construction with mitigation resulting from an analysis of the hearing. This alternative (as shown on exhibit map, page 14) will meet the project and local transportation goals for the year 2000. The recommended mitigation to alternative No. 1 is summarized as follows:

1. Mitigate the loss of on-street parking by constructing an off-street parking facility between the T.V. Highway and Southern Pacific Transportation Company railroad tracks (S.E. quadrant of intersection).

2. Oregon Department of Transportation will cooperate with Washington County to determine the criteria and selection of property or properties to be acquired for the parking lot. County to be responsible for parking facility maintenance and administration.

3. Provide for a left turn lane from southbound to eastbound at S.W. 185th and Alexander.

SUMMARY OF SUPPORT ARGUMENTS

The Oregon Department of Transportation's recommendation is based on the following: The alternative No. 1 design is consistent with the Washington County Arterial and Major Collector Road System" adopted goals; meets the Land Conservation Development Commission (LCDC) goals; meets the projected traffic needs through year 2000; improves pedestrian and bicycle safety, improves safety for the motoring public; and provides for a more fuel efficient transportation system. Alternative No. 1 is estimated to cost approximately $1 million less than Alternative No. 2 and is within the freeway transfer funding budgeted for improving this intersection. The estimated cost of Alternative No. 1 is $1,290,000. The selection of Alternative No. 1 is based on the overall needs of both the surrounding community and the commuting motorists.

WASHINGTON COUNTY

The Oregon Department of Transportation, in cooperation with the Washington County staff, agreed to construct raised medians on both 185th and Tualatin Valley Highway under Alternative #1. Heavy opposition to the raised medians came from the local businessmen. Because of this opposition, the Washington County staff modified their recommendation to the Board of Commissioners to defer the raised medians until congestion or accidents become intolerable. The Board of Commissioners adopted the amended recommendation by passing Resolution #81-518 by a 5 - 0 vote.

HEARING STUDY REPORT

185th Avenue @ Tualatin Valley Highway

Washington County

HISTORY

The Tualatin Valley Highway is four lanes wide at the intersection with 185th Avenue. Parking shoulders adjoin the four lane section. Left turns from T.V. Highway to 185th Avenue were allowed from the inside lanes until 1974 at which time they were prohibited because of the increasing accident rate. Since the prohibition of left turns, vehicles have had to use local side streets in order to reach their destination. This has caused congestion and increased accidents on the narrow side streets. Traffic on neighborhood streets has reached an intolerable level.

PURPOSE

The purpose of the project is to increase the capacity of the intersection. This will provide adequate levels of service for traffic, thereby relieving congestion and reducing accidents. The project is also intended to reduce traffic on local streets. Re-establishing left turns from T.V. Highway to 185th Avenue will support this purpose. Increasing 185th Avenue to four lanes plus a left-turn lane at the intersection will further improve capacity and enhance the traffic flow. The proposal responds to future increases in traffic which is expected to increase 40 percent on the T.V. Highway by the year 2000 and by 50 percent on 185th Avenue. The major projected growth in the area will occur along 185th Avenue.

PROJECT DEVELOPMENT

A project Citizens Advisory Committee, composed of business people, residents, and the Community Planning Organization No. 6 (CPO #6) and a Technical Advisory Committee, composed of representatives from the Federal Highway Administration, the Oregon Department of Transportation, Tri-Met, the Department of Environmental Quality, Washington County, and Southern Pacific Transportation Company, have been working together to develop the alternatives for the project. Two presentations were made by the Oregon Department of Transportation to the CPO #6 to gain input.

Two build alternatives were developed and advanced through the Draft Environmental Impact Statement and the Public Hearing process. The Citizens Advisory Committee concerns were primarily centered around the adverse impacts to the local businesses between the Tualatin Valley Highway and the Southern Pacific Railroad tracks and the loss of on-street parking.

At the public hearing, the Citizens Advisory Committee supported the No-Build alternative as their first choice due to the loss of on-street parking under alternative No. 1, and the loss of businesses under alternative No. 2. Realizing the intersection needed improvement to accommodate growth in the community, their second choice was alternative No. 2. At the public hearing, a Build alternative was favored over the No-Build by 2:1.

ALTERNATIVES

No-Build Alternative

The No-Build Alternative would do nothing to the intersection except normal maintenance. Essentially, it would operate as it is today.

Alternative No. 1

The highway width on the T.V. Highway would be widened to 68 feet from curb to curb. This is four feet wider than the existing roadway. This would allow for four travel lanes (two in each direction), left-turn lane, and a four foot bike lane/shoulder adjacent to the curb on each side of the highway. A six foot sidewalk would remain. (The current sidewalk width is eight foot). The existing on-street parking would be removed in order to construct the 68 foot section of highway within the right-of-way on the T.V. Highway. The signalization would be updated to accommodate the left-turn movements for all four directions of traffic. 185th Avenue would be widened to provide the same roadway width, shoulders and sidewalk configuration as the T.V. Highway; however, additional right-of-way will be necessary. (The curb to curb width is 66 foot.) The five lane section will taper to two lanes at Blanton Street on the south and Alexander Street on the north. Three businesses will be displaced. The Aloha Grange would need to have the front entrance remodeled (removed).

Alternative No. 2

The configuration of 185th Avenue is the same as in alternative No. 1. The T.V. Highway centerline is shifted approximately 50 feet to the south to straighten out the highway alignment while providing adequate vehicle storage on 185th Avenue between the railroad tracks and T.V. Highway. The new centerline would tie back into the existing highway at each end of the project. The configuration of the T.V. Highway would change slightly. The design would have four travel lanes, a left-turn lane, and full shoulders on each side which could be used for bikes, bus pull-outs, and emergency needs. The signalization would be updated to accommodate the left turn movements for all four directions of the intersection. Right-turn lanes are provided from the T.V. Highway to 185th Avenue, both north and south.

PROJECT COSTS AND FUNDING

The federal funding portion of the project is from Interstate Freeway Transfer Fund (85 percent). Washington County will provide the local match (15 percent). The total available funds, including federal and local match, according to the Metropolitan Service District, Transportation Program, dated April 15, 1981, is $2,204,212. Of this, $160,000 will be used for preliminary engineering, leaving $2,044,212 for right-of-way and construction.

Following is Table A, showing the estimated costs for right-of-way and construction in August 1981 dollars.

TABLE A

	Alternative No. 1	Alternative No. 2
Right-of-Way	$ 363,000	$1,358,000
Construction	$ 691,000	$1,072,000
Total	$1,054,000	$2,430,000

Due to the reduced cash flow from the federal government, the project is prioritized and will be constructed as the cash flow allows. If additional federal funds are needed, it will be the responsibility of Washington County, working through the Metropolitan Service District, to obtain them

The relationship between the amount available and the amount necessary to construct the two alternatives, are shown in Table B.

TABLE B

	MSD Approved Funds Including match	Estimated Cost (August 1, 1981)	
Alternative 1	$2,044,212	$1,054,000	(excess) $990,212
Alternative 2	$2,044,212	$2,430,000	(shortage) $385,788

PRE-HEARING ACTIVITIES

Calendar of Events Prior to Public Hearing

4-10-81	Draft Environmental Impact Statement Distributed.
4-14-81	News release on DEIS and public hearing.
4-22-81	News article Aloha Breeze
4-23-81	News article Oregonian
4-28/29-81	Published first legal notice for public hearing in: Oregonian, Valley Times, and the Aloha Breeze.
5-7-81	Presentation to CPO #6.
5-81	News article Hillsboro Argus
5-11-81	Citizens Advisory Committee meeting.
5-15/16-81	Project display at Washington Square Shopping Center (National Transportation Week)
5-27-81	News article Aloha Breeze
5-26/27-81	Published second legal notice for public hearing in: Oregonian, Valley Times, Aloha Breeze.
5-28-81	News release public hearing.
6-2-81	Washington County Commissioner briefing.
6-2-81	News article Oregonian
6-3-81	News article Daily Journal of Commerce

Information Session	AND	Public Hearing
2:00 - 6:00 p.m. 10 - 12 attendance	Held June 3, 1981	7:30 - 9:00 p.m. 44 in attendance

Displays and Materials for

Information Session and Public Hearing

Alternate No. 1 detail map

Alternate No. 2 detail map

Profiles and typicals

Large scale hearing map

Small scale hearing map (8½X17)

Small scale vicinity map (8½X11)

Hearing response card

Flyer/newsletter

Draft Environmental Impact Statement

Right-of-way brochures: "Moving Because of Highway or Public Projects"
"Acquiring Land for Highway and Public Projects"
USDOT Order 5620.1 (Replacement of Public Housing)

PUBLIC HEARING

The No-Build and two build alternatives, as previously described, and the Draft Environmental Impact Statement, were presented at the formal design public hearing. The hearing was held at Mt. View Intermediate School, 17500 S.W. Farmington, on June 3, 1981, from 7:30 to 9 p.m. The hearing was conducted by Don Adams, Project Development Manager for the Metropolitan Branch of the Oregon Department of Transportation. He was assisted by Bob Heard, Project Coordinator; Ken Rolfe, Regional Right-of-Way Supervisor; and Martin Nizlek, Washington County Transportation Division Manager. Prior to the hearing, an informational session was held from 2 - 6 p.m. by the Oregon Department of Transportation staff.

HEARING TESTIMONY

Twelve persons testified at the hearing and eight letters/articles regarding the 185th Avenue and T.V. Highway project were received. Twenty-one response cards were handed in at the time of the hearing. Following is a summary.

Alternative Summary

Item	Total	Build	Alt. #1	Alt. #2	No-Build
Letters	8	1		2	3
Speakers	12	4	3	2	3
Hearing Cards	21			1	
		5	3	5	6

Some of the people offered oral testimony, wrote letters, and filled out hearing cards. Their preference is only tabulated once. A total of 19 people responded.

COMMENT: It appears that the present traffic pattern was established to relieve a situation similar to the one proposed. Next to a grade separation, the No-Build is preferable because of less railroad/automobile conflicts.

RESPONSE: A grade separation is the ultimate solution for eliminating intersection congestion; however, the cost of grade separating is prohibitive. Under the No-Build, the intersection will continue to deteriorate as traffic increases causing the traffic to come to an eventual standstill. This will increase the rail/automobile conflict and reduce the overall traffic safety in the area.

RECOMMENDATION: Continue the project as designed

COMMENT: How can you consider a project without doing a cost/benefit analysis?

RESPONSE: A cost/benefit analysis (CBA) is only one of many ways to analyze the comparative impacts of the build and No-Build alternatives. A decision was made not to perform a CBA for the alternatives proposed in the 185th at T.V. Highway DEIS because of the complexity and incomparability of cost/benefits between Alternatives 1 and 2. If one were to limit "costs" strictly to construction and operation costs, and "benefits" strictly to traffic operation and safety values (calculated from standard factors based on nationwide experience), then it is obvious that Alternative 1 will have a substantially better ratio than Alternative 2 because they function essentially the same and Alternative 1 is half the cost of Alternative 2. However, to be realistic, Alternative 2 must also include a value for such things as lost business and employment from right-of-way displacements, or the energy and time used by members of the community seeking the displaced services elsewhere. By the same token, the costs of Alternative 1 should somehow reflect the amount of business lost by those commercial establishments affected by the loss of on-street parking; and the benefits of Alternative 2 probably should include some sort of value for its urban renewal potential for Aloha.

Arriving at the above cost and benefit values would be subjective and likely controversial, and would have varying degrees of believability or acceptance,

depending on what interest the reviewer represents. Instead, it was felt that a better approach would be to simply layout the impacts of each alternative in a manner that they could be easily compared, and allow the reviewer to attach whatever monetary or non-monetary value to each impact that he or she finds helpful to arrive at a personal decision.

RECOMMENDATION: Select an alternative that costs less than alternative 2.

COMMENT: If we don't get the money for this project, somebody else will.

RESPONSE: This project is being sponsored by Washington County. If it were not constructed, Washington County would still have the use of the funds to improve other roads in Washington County. They have determined that this project has a high priority within the county.

RECOMMENDATION: Continue the project, as recommended

COMMENT: Either of the build alternatives simply moves the intersection congestion problem one block north and south of the highway with no plans/ funds to widen 185th Avenue to accommodate projected traffic.

RESPONSE: Additional travel lanes will be provided at 185th (at the intersection with T.V. Highway). At a future date, to accommodate the project growth, Washington County intends to widen and improve S.W. 185th Avenue from the Sunset Highway to Farmington Road, probably through the development process.

RECOMMENDATION: No change recommended.

COMMENT: Table 1 on page 20 of the DEIS indicates a reduction of traffic for the build on 185th north and south. Why spend $2 million if the traffic is reduced?

RESPONSE: Figure 3 on page 4 of the DEIS shows the traffic pattern used today (because of the no left turns on 185th Avenue). If the left turn were allowed, this pattern would change, thereby, reducing the traffic between the intersection and one block north and south. Consequently, the improvement to the intersection reduces the neighborhood through traffic and also benefits the first block north and south of the intersection.

RECOMMENDATION: Re-establish the left-turns to 185th Avenue.

COMMENT:	The removal of the Valley Insurance Agency Building would severely impact the insurance agency business. The present location is extremely valuable because of the high visability to the motoring public. Contrary to the DEIS, page 29, walk-in business is an important part of the operation.
RESPONSE:	The removal of the Valley Insurance Building will be compensated for at fair market value. In addition, a relocation assistance program is provided to offset expenses incurred in setting up the business at another location. A loss of some business may result from relocation.
RECOMMENDATION:	Close coordination with the Oregon Department of Transportation Right-of-Way department during time of negotiation. The statement re: walk-in business in the DEIS will be corrected.
COMMENT:	The loss of parking under alternative 1 would be detrimental to the entire business area.
RESPONSE:	The loss of public parking would be detrimental to some of the businesses along the south side of the T.V. Highway. Some of the businesses have their own parking and would not be affected as heavily as others. The loss of on-street parking can not be compensated because it is public parking.
RECOMMENDATION:	Develop an off-street parking lot as a mitigative measure to alternative 1. Site to be in the S.E. quadrant of intersection between the T.V. Highway and railroad tracks.
COMMENT:	Make the T.V. Highway into a one-way couplet by building two railroad crossings and using Shaw Street as an eastbound street.
RESPONSE:	This would allow for left turns from T.V. Highway and increase the capacity of the T.V. Highway in Aloha. It would also allow the on-street parking to remain. The two railroad crossings and the improvements to Shaw Street would more than double the cost. Additionally, this would not solve the left turn problem from 185th to T.V. Highway
RECOMMENDATION:	Continue with the present design.
COMMENT:	It there were bicycle facilities on T.V. Highway, they would be used.
RESPONSE:	On-street bicycle lanes are part of alternative 1.
RECOMMENDATION:	No change.

COMMENT:	Installing a signal and left-turn lane at 187th and T.V. Highway is not worth the cost as both 187th and Alexander streets are too narrow and would need to be improved.
RESPONSE:	This is correct and Oregon Department of Transportation Agrees.
RECOMMENDATION:	No improvements to 187th and Alexander streets.
COMMENT:	It is dangerous to walk in an unlighted area to a central parking lot.
RESPONSE:	Illumination would be desirable for the parking option and may be considered in the design providing that illumination is determined to be cost effective.
RECOMMENDATION:	Consider illumination in the parking facility design.
COMMENT:	Left turns should be constructed at 182nd and T.V. Highway and 187th and T.V. as an alternative to 185th and T.V. left turns.
RESPONSE:	This is possible, however, 182nd, 187th, and Alexander streets would have to be reconstructed to arterial standards in order to handle the additional traffic loads.
RECOMMENDATIONS:	Continue with present design.
COMMENT:	The intersection of T.V. Highway and 185th is not bad enough at this time to warrant spending all that money.
RESPONSE:	185th Avenue is currently operating at a level of service "E", and is predicted to fail (LOS "F") by year 2000 under the No-Build. Under the build alternative, all streets near the intersection will operate at a level of service "D" or better in the year 2000.
RECOMMENDATION:	Proceed with project
COMMENT:	Why build a bicycle lane on T.V. Highway?
RESPONSE:	By State law, Oregon Department of Transportation must consider bike lanes on any new or reconstructed facilities unless we can demonstrate that other suitable alternative routes are available or that no use will ever be made of the bike lane.
RECOMMENDATION:	Keep bike lanes as an integral part of the project.
COMMENT:	Removing public parking and moving the existing curb out two feet will not allow my feed and seed business

to continue. My loading dock is out front and will be severely impacted.

RESPONSE: The possibility exists that an off-street parking lot will be constructed as a mitigative measure. If this lot were constructed next to the feed and seed store, this problem may be reduced. If the lot were constructed elsewhere, the problem would remain since on-street loading would not be possible.

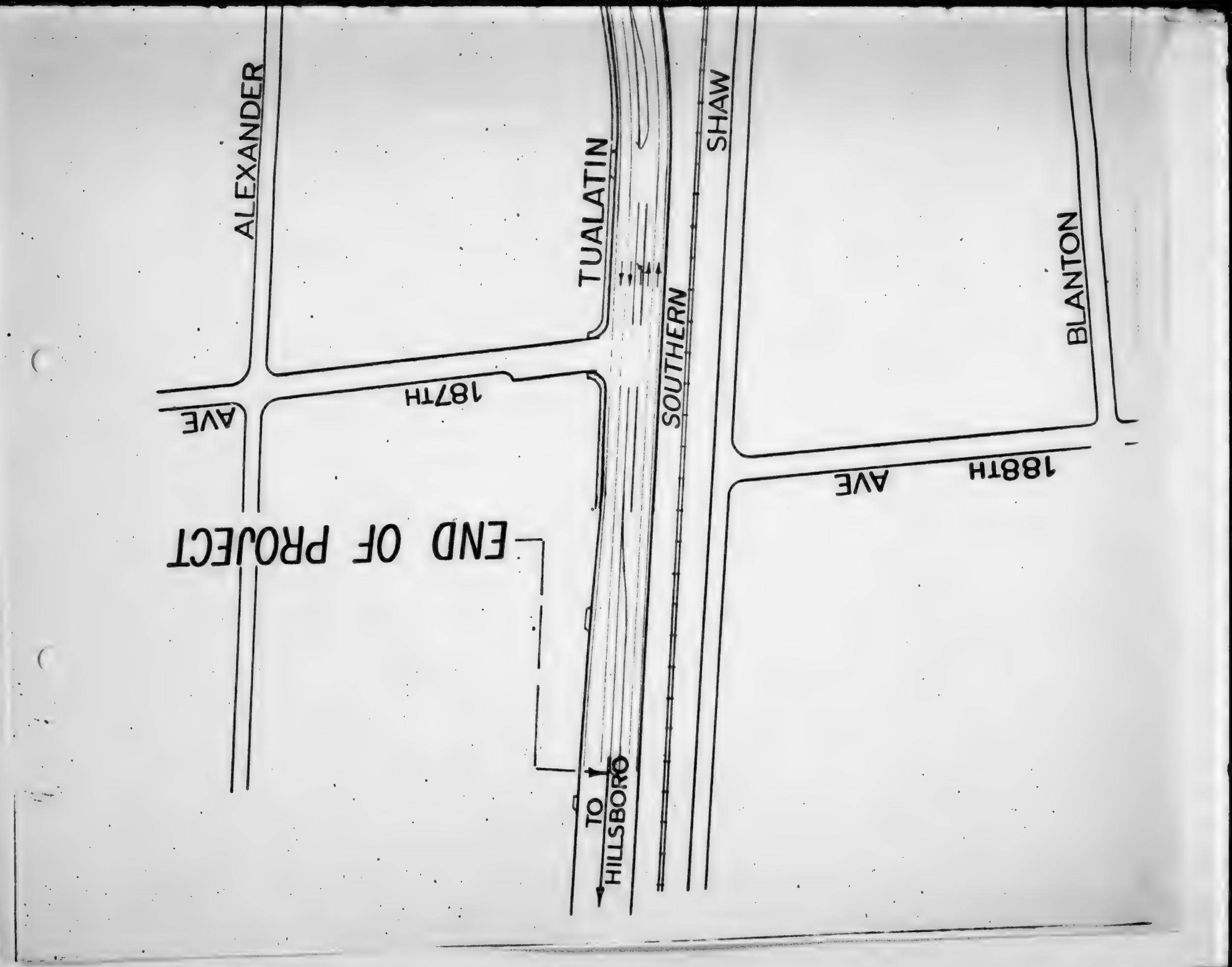
RECOMMENDATION: As a mitigative measure to alternative 1, proceed with selecting a site for off-street parking.

CONCLUSION

Design alternative I will meet the area's present and future transportation needs for the year 2000. It meets the goals and objectives of the project established by the Oregon Department of Transportation, Technical Advisory Committee, and the Citizens Advisory Committee, and is consistent with the transportation system for the area. Alternative No. 1 will support pedestrian and traffic safety as well as provide space for an on-street bike lane. Public transportation will be enhanced by the reduction of congestion at the intersection.

Based on testimony from the hearing and the recommendation of No-Build by the Citizens Advisory Committee, the Oregon Department of Transportation, in conjunction with Washington County, has developed a mitigation to alternative No. 1, as described.

1. Construct an off-street parking facility to mitigate the loss of on-street parking.


ALEXANDER
TUALATIN
SOUTHERN
SHAW
BLANTON
AVE
187TH
AVE
188TH
END OF PROJECT
TO
HILLSBORO

XANDER

STREET

AVE

AVE

182ND

IN

VALLEY

PACIFIC

TRAFFIC SIGNAL

SHAW

TRANSPORTATION STREET

POTENTIAL OFF-STREET PARKING AREA

185TH

STREET

ALTER

182ND AVE

END OF PROJECT

180TH AVE

178TH AVE

HIGHWAY

COMPANY

TO BEAVERTON

TREET

TUALA

TERNATIVE 1

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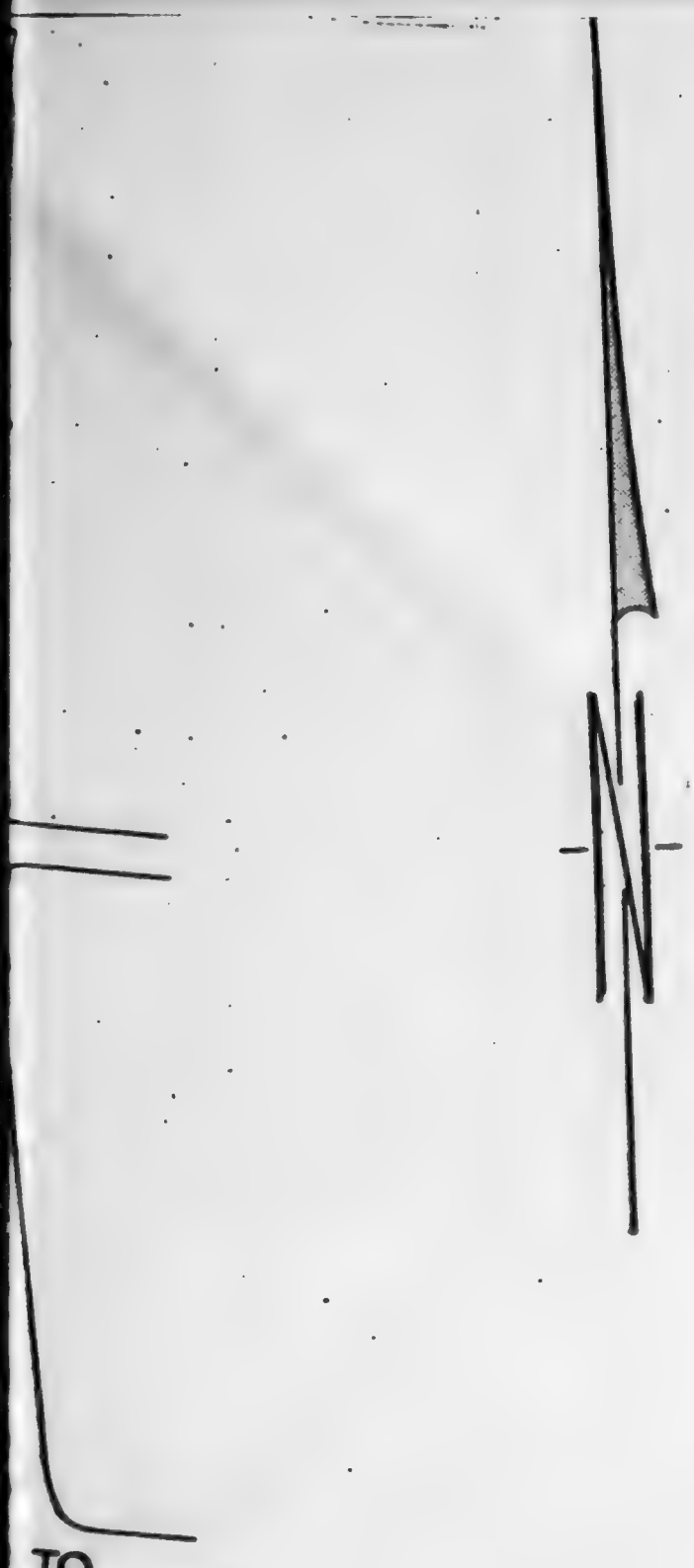

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WASHINGTON COUNT

MENT OF TRANSPORTATION

DED ALTERNATIVE

IGHWAY AT S.W. 185TH AVE.

VALLEY HIGHWAY

NGTON COUNTY

APPENDIX A

WASHINGTON COUNTY

ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
LYELL GARDNER, Vice Chairman
JIM FISHER
BONNIE L. HAYS
LUCILLE WARREN

September 24, 1981

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

Robert N. Bothman
Metropolitan Administrator
ODOT
5821 NE Glisan
Portland, OR 97213

Dear Bob:

This represents Washington County's formal request to proceed with design of the TV Highway-185th Avenue intersection improvement. At the Board of County Commissioners' meeting of September 22nd Alternative I was selected subject to several modifications (see attached memorandum and minute order designation).

As noted, the modifications would include:

a. Replacement parking off-street, and

b. a striped turn lane for southbound to eastbound traffic at SW 185th and Alexander.

We look forward to working with your staff on finalizing this project and request your advice on the proper procedure to follow in selecting the off-street parking site.

Sincerely,

Larry Rice
Director of Public Works

Martin C. Nizlek
Transportation Division Manager

LR:MCN:ss

MA PDM PDE FFM SPC
ODOT - METRO

OCT 05 1981

BM PAR PPC FILE T/A

an equal opportunity employer

WASHINGTON COUNTY

Inter-Department Correspondence

Date September 2, 198

To : Board of County Commissioners and
County Administrator

From : Larry Rice
Director of Public Works L.R.

Subject : Tualatin Valley Highway/185th Avenue Improvement

Your Board's Agenda packet contains Public Works' recommendation that the raised medians between Alexander Street and TV Highway be removed from the proposed design option. Since the generation of that recommendation additional meetings have been held with property owners in the area and with representatives from Fire District #1. Pursuant to those meetings we would addend our recommendations with those shown below.

The removal of the section of median on 185th between Alexander and TV Highway is further justified by the need expressed by Fire District #1 officials for access into Aloha Mall and, specifically, properties on the east portion of that development.

It would appear unnecessary to continue the inclusion of medians on TV Highway unless representatives from ODOT desire their inclusion on their facility. Preliminary discussion with them indicates that they do not.

Our recommendation is therefore modified to request your selection of ODOT's Alternative I; requesting ODOT to include off-street parking replacement on the southeast side as well as a striped turn lane for traffic heading south on 185th at Alexander Street desiring to turn left (to the east).

LR:MCN:ss

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 81-518
DATE 9-22-81
BY Jo Ann Gohanen
CLERK OF THE BOARD

MA PDM PDE FFM SPC
ODOT - METRO

OCT 05 1981

BM PAR PPC FILE T/A

PUBLIC WORKS

Consent Agenda--Approved allocation of State Grant-In-Aid Funds to City of Forest Grove, $3,712.50; Metzger Park LID, $3,741.00; and City of Cornelius, $5,956.50 for a total amount of $13,410.00 for the rehabilitation of outdoor recreation facilities. (MO 81-516)

Tualatin Valley Highway/185th Avenue Improvement Project. Staff recommended deletion of the raised median between 185th Avenue and Tualatin Valley Highway on Alexander Street (with the direction to staff and notice to the public that it will be placed at County expense should an accident/congestion problem develop). Since the generation of that recommendation additional meetings had been held with property owners in the area and with representatives from Fire District #1. Pursuant to those meetings, Mr. Nizlek distributed copies of an addendum to staff recommendations. Mr. Nizlek explained that the removal of the section of median on 185th between Alexander and TV Highway is further justified by the need expressed by Fire District #1 officials for access into Aloha Mall and, specifically, properties on the east portion of that development. It would appear unnecessary to continue the inclusion of medians on TV Highway unless representatives from ODOT desire their inclusion on their facility. Preliminary discussion with them indicated that they do not. Public Works staff recommendation was therefore modified to request the selection of ODOT's Alternative 1; requesting ODOT to include off-street parking replacement on the southeast side as well as a striped turn lane for traffic heading south on 185th at Alexander Street desiring to turn left (to the east). Commissioner Hays moved, seconded by Commissioner Fisher to reopen the public hearing which had been closed at the meeting at the meeting of September 15; carried 5-0. In answer to a question from Jim Jersey, property owner on the south side of the highway, Mr. Nizlek replied there will be no raised median on TV Highway. Bob Young, owner of Aloha Mall; Chuck Jones, Washington County Fire District #1; Ned Takasumi, First State Bank of Oregon; and Gary Miller, representing McCall Oil concurred with the recommendation and felt Alternative 1 was the best solution for most people of the Aloha community. The public hearing was closed. Commissioner Gardner moved to approve the provision for Alternative 1 including the provision for parking, seconded by Commissioner Fisher; carried 5-0. (MO 81-518)

Commissioner Hays moved to dedicate County-owned property, Tract "F", Rock Creek Ranch Subdivision to the public for road purposed to be a part of the County road right-of-way, seconded by Commissioner Fisher; carried 5-0. (MO 81-517)

The meeting was recessed at 8:01 p.m. and reconvened at 8:22 p.m.

Staff Report - Maple Lane. Mr. Nizlek distributed copies of a findings report on the rural, local residential road. The findings would enable the Board to take action as permitted under Oregon Statutes to carry out either a repair or improvement action on the facilities. Given the findings Public Works recommended that the Board 1) request a formal petition by Maple Lane residents indicating their desire/lack of desire for the County to take action to revert their facility to gravel and make it passable, 2) if such petition is received with a number of signatures favorable to the Board that staff be directed to take the proposed action. Upon receipt of an acceptable petition to the Board, the required Resolution and Order will be prepared stating that the action is a single project not a continuing program, and 3) that the residents be informed that should they desire this facility to be taken on as a County road it will be accepted upon; a) reconstruction by the residents to

APPENDIX B

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
PUBLIC HEARING TRANSCRIPT

7:30 p.m.
June 3, 1981
Mt. View Intermediate School Cafetorium
17500 S.W. Farmington Road
Beaverton, Oregon

RE: Tualatin Valley Highway at S.W. 185th Avenue
Washington County

MR. DON ADAMS: Good evening ladies and gentlemen. If you'd like to take a seat, it's a little after 7:35 and I'd like to get started. This is a formal hearing being held in conformance with Federal statutes and regulations and our Oregon Action Plan to consider design proposals and related economic, social, and environmental impacts for transportation improvements to the T.V. Highway and to Southwest 185th at the T.V. Highway.

My name is Don Adams, the Project Development Manager for the Oregon Department of Transportation. I will chair the hearing and will be assisted by staff members, Bob Heard, on my right, who is the Project Coordinator; Ken Rolfe, our Right of Way Supervisor, who is at the end of the table on my left; and Marty Nizlek from Washington County, immediately on my left. (There were approximately 45 other persons in attendance.)

The purpose of the hearing is to receive testimony for the project. For the record, if during this hearing you have any questions that might require detailed review of designs and such, please feel free to contact one of the staff members at the back of the room, and they will be happy to go over the plans that are there, and answer any of your questions.

In the next few minutes, we will give a general description of the project's right-of-way acquisition procedures, a general description of the project itself, the hearing process, and then I will proceed to hear testimony.

The Oregon Department of Transportation produced and released a Draft Environmental Impact Statement in April 1981 for public and governmental review and comment. The testimony from this hearing will be considered in preparing the final document (the Final Environmental Impact Statement) which will be written in the next 3 or 4 months after the hearing. No commitment has been made on this project by Washington County, by the State of Oregon, or by the Federal Highway Administration on the proposed designs being considered and presented at this hearing.

The purpose of the project is to provide reasonable levels of traffic flow in the future, to relieve the neighborhood traffic congestion, and to increase traffic safety by constructing a left-turn lane on the T.V. Highway to 185th and making certain improvements to 185th.

Two Build Alternatives have been identified and developed for the project. The total cost of these two alternatives is $1,028,000 for Alternative 1 and $2,341,000 for Alternative 2.

Also considered is the No-Build Alternative under which no improvements would be made. The No-Build Alternative is also used as a basis for comparison with the other two Build Alternatives.

The project will be financed from Federal Highway Administration funds and from County funds.

I'd like to call on Bob Heard now, who will give a description of the project alternatives at this time.

MR. BOB HEARD: As Don indicated earlier, we do have two Build Alternatives. The No-Build, of course, is simply maintenance; maintaining the road as it is today.

Build Alternative No. 1, basically we've established a left-turn lane in the center of the T.V. Highway, which does not now exist today. This lane, of course, would allow left turns onto 185th both north and south. The 185th Avenue intersection would be widened to four lanes, two lanes in each direction with a left-turn lane. So basically with this design we have left-turn lanes in all four corners.

The right of way on the T.V. Highway will pretty well follow within the existing right of way. We would have to remove the existing parking and expand the curbs 2 feet on each side. This should leave us with 6-foot sidewalks, four travel lanes, and a left-turn lane (median).

In addition to that we will also have a 4-foot bikepath on each side of the street in front of the curb; 185th as I indicated, would be five lanes at the intersection, tapering back to two lanes on each side.

We also would have a 4-foot bike lane on each side of 185th - on-street bike lanes. As Don indicated earlier, the cost for Alternative 1 is approximately $1,028,000

Alternative 2 differs from Alternative 1 in that we flattened the existing curve towards the railroad. We established a left-turn lane in the roadbed, and we do provide for 10-foot shoulders, which can be used for emergency parking, bus pull-outs or whatever. The 185th Avenue is exactly the same in Alternative 2 as in Alternative 1.

The biggest difference between alternatives is that in Alternative 2, by straightening out the T.V. Highway, a total of 13 businesses are eliminated; whereas Alternative 1 eliminated three businesses. Consequently, Alternative 2 costs considerably more. We are looking at a total cost here of $2,340,000 for Alternative 2.

The signals would be revised under both alternatives to provide for left-turn lanes at each street in the intersection. In other words, the left turn has a separate phase and the signals would also be pre-empted for the railroad and the fire department. I guess that about does it for me, Don.

MR. ADAMS: Thank you, Bob. During the development of the project, we had active participation from the Citizens Advisory Committee as well as local governments in the area. And I'd like to take this opportunity to thank those folks that are here tonight, who have served on the Citizens Advisory Committee and committed so many of their own hours on their own time to work with Bob Heard in helping us develop what we hope are the best alternatives. I refer to those alternatives that you see as the best that we can make them for the benefit of the people here in Washington County.

Marty Nizlek, who is here with me, has some comments that he will like to make about the project from the County's perspective.

MR. MARTY NIZLEK: Thank you, Don. I would like to indicate to each of you here tonight that this is a County project. That is, the State is responsible for the design and public hearing review and the Environmental Impact Statement. This information will be forwarded for formal review by the Board of County Commissioners.

I am with the County Department of Public Works and that Department will be required to review the information and make a recommendation to the Board as to which alternative would be appropriate to the needs of the site, balanced against the needs of the County as a whole.

Certainly one of the major issues here that we'll discuss this evening is a difference of cost between the alternatives. That is a major concern to the County, to the Public Works Department, and the Board specifically. Those of you that care to address that issue, I would encourage you to do so, so that we can have as many opinions rendered to the Board for their deliberation and final decision. Thank you.

MR. ADAMS: There will be considerable impacts on right of way under one of the alternatives and I'd like to now introduce Ken Rolfe from our Right of Way Department who will provide a description of the acquisition process and right-of-way program proposed for the job. Ken.

MR. KEN ROLFE: Thank you, Don. I'd like to enter into the record the following statement regarding the right-of-way acquisition and relocation program. There are three alternates being discussed here this evening. I'll briefly discuss the right-of-way requirements of each alternate.

The No-Build Alternate would, of course, require no additional right of way. Alternate 1 will require the acquisition of just a little over one-half acre of land in fee from 20 ownerships and easements from about 10 additional ownerships. There would be three businesses displaced by this alternate. Alternate 2 would require the acquisition of about two acres of land in fee from 28 ownerships and permanent easements from five other ownerships. Alternate 2 would require the displacement of 13 businesses.

There are three pamphlets available to you this evening. They were placed over on the table where you entered the auditorium. I urge each of you to pick up the pamphlets, if you haven't already done so. The green pamphlet is titled "Acquiring Land for Highway and Public Projects". (Form Rev. 12-77) This pamphlet covers the public hearing, the appraisal procedure, definition of market value, procedures for handling payments for property, and explanation of eminent domain procedures, and addresses of the various Right of Way Offices in the State.

The second brochure, the blue one, is titled "Moving Because of the Highway or Public Projects". (Form 81-734-3772) It describes the relocation program as authorized in the 1970 Federal Relocation Act. There are also copies of U.S. Department of Transportation Order 5620.1 regarding replacement of public housing. This order specifies that in the event any replacement dwellings are required they must be decent, safe and sanitary, functionally equivalent, and substantially the same as those being acquired, and they are fair housing, that is they are available to all persons regardless of race, color, religion, sex or national origin.

The time required for the acquisition of the right of way for either Alternate 1 or 2 is about 12 months from the date of authorization of the project. This will permit adequate appraisal and negotiation time and provide at least 90 days for possession of any property acquired.

As Mr. Adams mentioned, my name is Ken Rolfe and I am the Regional Right of Way Supervisor. Our office is at 9010 S.E. McLoughlin Boulevard in Milwaukie. That address is also in the green brochure; and for any of you who have specific questions that aren't covered this evening, our phone number is in the brochure and please feel free to give us a call. Thank you. (The brochures mentioned above are available at the location mentioned above.)

MR. ADAMS: Thanks, Ken. As you entered the room, you were handed a white card like this, on which to indicate whether or not you wish to make a statement. If anyone did not

receive a card and would like to make a statement, please raise your hand and we'll have somebody bring you a card so you can sign up. I will call people off the cards who wish to testify, so you should have a card filled out if you wish to make a statement. The cards are numbered in sequence, so everybody gets to be heard in order.

If you don't wish to testify, a written statement may be made and submitted to Mr. R. N. Bothman, Department of Transportation, 5821 N.E. Glisan Street in Portland, Oregon, 97213. That address is on the wall behind me on your right. These statements will be made a part of the transcript of this hearing.

If you don't like those two alternatives, you can make a written statement here and hand it to me and it will also be incorporated in the record.

A complete transcript of the hearing the statement will be submitted to the Oregon Department of Transportation and Washington County. It will be available for public review, comment, and copying at the address indicated on the wall about July 22nd. It takes about that long to get it typed. At any time after this hearing and before final project approval, all the information developed on the proposal will be available for public review at the Oregon Department of Transportation office, again, at the address indicated on the wall.

Subject to this public review are proposals for the 185th and the T.V. Highway improvement project. After approval from Washington County and the Oregon Transportation Commission, a Final Environmental Impact Statement will be prepared and transmitted to the Federal Highway Administration for their approval. That is the process.

Copies of the Final Environmental Impact Statement will be made available at the Oregon Department of Transportation offices in Salem and in Portland and at the Federal Highway Administration office in Salem. In addition, we'll make copies available to the local governments and the Beaverton City Library to provide maximum review opportunity.

An information session was held here this afternoon with the Draft Environmental Impact Statement and other related documents available for review and discussion. I again encourage you to contact the staff at the back of the room if you have any questions about any of these documents or the plans. They will be glad to answer any questions that you have, but any comments you wish to make for the record should be made to me and not to them so it gets recorded and is documented.

The purpose of the hearing is to receive statements from those interested in the project. In the case of those presentations which have been prepared in written form, it is proper for you to hand them to me for inclusion in the testimony. These presentations will be considered in the same light as those made orally at the microphone. It would be a help if those who wish to testify would hand a written statement to me and then just comment on their statement.

I will now proceed to take statements on the project. The normal process is simply to take statements and not respond to questions unless it is to clarify some misconception. How many cards have I got? I don't think I have so many cards that I can't respond to the questions or have somebody respond to questions if they are brief. If they get too complex, I would ask you then to go to the back of the room, and ask somebody for the detailed information that you might need. If you don't mind, I'll try to ask a couple of questions too.

When I call your name, please come forward to the table and be comfortable and make your comments. Before you begin your testimony, I would appreciate it if you would give your name and address so that we can make sure that we get the identification in the hearing record correct, trying to match up the cards with the people who testify. The first card is Wayne Henkelman.

MR. WAYNE HENKELMAN: My name is Wayne Henkelman and I reside at 2190 Southwest 183rd Place in Aloha and for the past year I have served as the Chairman of the Citizens Advisory Committee.

During this period of time, we have held five meetings with the Department of Transportation, and three meetings, which I attended, with the Technical Advisory Committee to review the public corridor designs for 185th and the T.V. Highway intersection. The committee was comprised of eight members, six members having a business property located at the intersection of 185th and two concerned members from the surrounding neighborhood.

Preliminary drawings were submitted and revised to meet suggestions from the Committee members and after review three basic designs were proposed by the Department of Transportation. Much time and consideration were given to each proposal which eventually gave way to Alternate 1 or Alternate 2 or a No-Build program in the final review.

Consideration was given to the cost effectiveness, property impacts to businesses, on-street parking, future development and improvements of the Aloha area, which would also add to public safety with the service at the intersection suitable to the year of 2000.

It will not be my point at this time to discuss Alternate 1 or 2.

On May 11, 1981, with seven members present from the Citizens Advisory Committee group, a meeting was held to determine a recommendation of Alternate 1, Alternate 2 or No-Build situation. Each member had reviewed the 185th Draft of the Environmental Impact Statement. Although discussion was very light, no objections were voiced at this meeting to the Impact Statement. A point was voiced by Chief Walter Platt of the Fire Department that for public safety alone, a left-turn improvement would have to be made.

The Committee voted to support a No-Build vote on a vote of 5 to 2. Two votes being cast on Alternate No. 2. Alternate 1 was previously removed from the voting.

Reasons for the No-Build vote were expressed as:

1) Loss of income source, and this was by the owners of affected properties and commercial buildings in the intersection area.

2) Loss of rental properties.

3) Loss of on-street parking.

4) Unable to rent or lease remainders of properties.

Conversely the reasons for the two votes which favored Alternate No. 2 were:

1) Provides bus pull-outs and safety shoulders.

2) Provides additional right-turn lanes to 185th. (In Proposal No. 2 that was a point that was favorable over No. 1.)

It was also the consensus of the Citizens Advisory Committee group that if a Build Alternative is selected, we would prefer that Alternative No. 2 would be selected for the construction.

MR. ADAMS: Thank you, Mr. Henkelman. Kenneth Milken, do I have the name right? Oh, I'm sorry, the card was not checked. Paul Crawford, did you wish to testify or make a statement? (No response) Frank Dally.

MR. FRANK DALLY: I am Frank Dally and I work at 18485 Southwest T.V. Highway. I lease the McCall station there. I have a comment on two things. One thing mainly and that is the left-hand turn not being there is a disgrace. I have seen accidents. I have seen people miss accidents by scant inches because of the fact there is no left turn there.

The traffic is congested; they use my station as a left-turn station 50 times a day. They don't come through slow; they come through fast. Sometime there is going to be an accident where somebody comes through that station and somebody is walking out of the office or the rest rooms and gets nailed or gets killed, or maimed. It's really sad. Thank you.

MR. ADAMS: Thank you, Mr. Dally. Mr. Platt.

MR. WALTER PLATT: My name is Walter Platt and I am the Chief of the Fire Department, Washington County. Obviously anything you do is going to help us at that intersection. We come from

the west and if we have to go north on 185th, we have to make an illegal left turn. Or if we are coming from the east and we have to go south on 185th, we have to make an illegal left turn.

We don't have an economic interest in it. We closed down the Fire Station at 185th and Blanton so it won't affect us financially anymore. We have relocated the Fire Station out west on 209th. We still have the problem of congestion at that intersection and recently we had an accident with one of our rescue units because we took the eastbound lane at the intersection against the light and a car came from 185th going north. We had red lights and sirens going and we still had an accident.

If I had my selection to make, I would suggest Alternate No. 2.

Again, as I want to point out, we do not have an economic interest in it, only just to get the traffic flowing out of our way so that we can move our equipment through the intersection.

We would also put the pre-empt traffic signal device in the intersection if you do improve it. You are all familiar with OPTICOM, where we turn everything red, except the direction we are going so we can flow traffic out of our way. And that's our interest in it - is from a safety standpoint. Do you have a question:

MR. ADAMS: Yes, I did. The station you've relocated at 209th, you still have the problem with the turns though?

MR. PLATT: Yes, we do.

MR. ADAMS: At that location?

MR. PLATT: Right.

MR. ADAMS: Your station used to be on 185th -

MR. PLATT: On 185th and Blanton.

MR. ADAMS: Okay that would be to the south -

MR. PLATT: The one reason we did relocate was because traffic was backed up past our front door in the northbound lane and we didn't have any place to go, if we had to go north or if we had to go east or west. We just couldn't get out of there. So we made the decision to close it down. And if you did widen 185th, it would have closed us down anyway, cause you would have taken our apron out.

MR. ADAMS: You beat us to it.

MR. PLATT: Yes. Are there other questions I can answer for you?

MR. NIZLEK: I would like to ask one, Chief. What operational problems do you see perhaps under Alternative 1? Your recommendation would be Alternative 2, but do you see additional operational problems accruing to your vehicles under Alternative 1? I understand the No-Build Alternative but what differences are there between 1 and 2?

MR. PLATT: I don't really see a problem as long as I can get a left-turn lane. I'd settle for that right now. Parking sometimes is a problem - our vehicles are quite large and when we go down, you know, it's close quarters sometimes if we have heavy traffic we have to weave in and out, but I'd settle for either one right now.

MR. NIZLEK: So parking is part of it.

MR. PLATT: It's part of our problem, right.

MR. ADAMS: You mean having enough place to park your vehicles?

MR. PLATT: No, people parking too far from the curb and it doesn't give us that much room if we are in the right lane or we have to weave in and out of traffic.

The Sheriff's office has exactly the same problems we do if they are making a call on the south side of the highway and they are coming from the east, they do the same thing we do - it's not illegal as far as we are concerned, we are allowed to do it. As long as we make sure traffic is stopped in all directions, but I have seen the Sheriff's car doing exactly the same as we do; what we are doing is violating the no left turn. But we really don't have any choice either.

MR. ADAMS: Okay. Thank you very much. Mr. David Hobson.

MR. DAVID HOBSON: My name is David Hobson. I am an attorney and I am leasing the property at 18430 T.V. Highway, which is one of the 13 endangered businesses.

First of all, I'd like to comment on the No-Build option. The gentleman that was up at the board was saying that under the No-Build option the same maintenance will be carried on in the future as is now.

First of all, I think the County would be well advised to spend a little money on street cleaners out in our area. I painted my building white several months ago and it's closer to gray at the present time, because there is never any street cleaning done out there.

Secondly, I like to point out that Beaverton has gone to the options that you gentlemen are proposing of having left-turn lanes

along the way at the various places, and I drive daily between Aloha and Sylvan. By far the greatest traffic jam that you find on T.V. Highway and Canyon Road is in Beaverton. Well, there is a jam of sorts in Aloha during the rush hour. You find the same traffic jam anywhere in Portland in those hours.

The idea of widening 185th, I think, is sort of useless unless you plan to widen 185th all the way along. You have a two-lane road and it becomes a four-lane road at an intersection, I don't think you're really accomplishing a great deal particularly when you have to wipe out a couple of more businesses to do it. I don't think there is any particular problem in entering the T.V. Highway from 185th, I do it everyday. I might have a five second wait, that's about it - any time of the day.

There is another option, I think, could be considered and that is left-turn options could be put in at - I don't know the exact street locations but on either side of the 185th Street, several blocks back, there are streets that could be used as an alternative - streets that could be made into left turns, thereby alleviating the jam created at 185th.

MR. NIZLEK: Mr. Hobson, could I ask you to point that out on the map? I am afraid I don't quite understand your proposals. You could do it at the board, it would help.

MR. HOBSON: Inaudible - speaking away from microphone.

MR. NIZLEK: In other words, if you are coming from the west, you would turn on 187th and head north?

MR. ADAMS: For the record, I'd like to just indicate that Mr. Hobson pointed to 187th routing traffic from the west, north onto 187th, then onto Alexander and then to 185th. Go ahead Mr. Hobson, I don't think you were recorded for that so I wanted to get it on.

MR. HOBSON: Also, referring now to Alternative 1, which those of us along there could probably live with, because some of us have parking in the rear, the one difficulty with that is, by the time you got through with the construction, our businesses will probably be ruined anyway, because the streets would be basically out of commission.

But I think, myself, that the costs involved at this time are totally unnecessary. I do not think that the problem has reached the proportions that should require all this expense at this time, particularly in the country's present economy. I think money could be better spent for other things, such as improving the roads that we do have in Washington County.

The gentleman from the Fire Department was commenting on his difficulties in making left turns. It's my understanding of the law that emergency vehicles have the right to violate the law in the situation where they are answering an emergency call. So there are lots of places in Portland where you can't make a left turn. That doesn't hinder the Fire Department any; they can make left turns, so can the Police where necessary.

Finally, on Alternative 2, I gather there is a certain artisticness to straightening out a curve, but I don't really think that it justifies destroying 13 businesses which will all be taken off the tax rolls. Nothing could be placed on that side of T.V. Highway, so you would have simply a railroad track on one side and some businesses way, way back from the road on the other side.

I think in a way that the character of Aloha, the only thing that distinguishes Aloha from other way points is that there is a certain downtownness to it, that would be completely wiped out and all we would have is a freeway going through Aloha.

And finally, I'd say that the 2 million or whatever it is that is proposed to be spent on this project, simply isn't justified at this time.

MR. NIZLEK: Mr. Hobson, could I summarize your statement and draw from it the fact that you say Alternatives 1 and 2 are not recommendable in your opinion? You made a comment relative to the No-Build option but that mostly pertained to street maintenance. Is that your preference then?

MR. HOBSON: My preference at the present time is the No-Build option. Yes.

MR. NIZLEK: Thank you.

MR. ADAMS: Mr. Hobson, I'd like to take the County off the hook and confess that is a state highway and the State maintains it and does the sweeping so it's not the County.

MR. HOBSON: All right.

MR. ADAMS: You discussed the adequacy of the system as it exists today. The traffic signals today operate at what we call level of service D; level of services range from A to F. F, I don't know if it was selected for the purpose of signifying failure, but everybody considers F as a failure. It's not quite failure but it's pretty close. You know it just doesn't function well at all and it's, you might say, intolerable congestion.

We, on the other hand, view level service D as an acceptable level of service in an urban setting. So you have what we consider as an acceptable level of service today on the T.V. Highway; 185th

functions at level of service E, which is severe delays but still not broke down yet. And that's something that is not normally considered acceptable if there is a possibility to correct it. By our traffic projections, (I hope they are correct) we anticipate that the highway would operate at level of service F, sometime between now and the year 2000 - certainly by the year 2000 for which we've selected our design date. But it would actually break down before that and operate at level of service F. That is both 185th and the T.V. Highway. I don't think you'd find that the level of service would be acceptable for a very long period of time.

As to the design for four laning 185th, as a rule of thumb, for every lane that you have approaching a traffic signal, you have to add a lane at the signal in order to get the same number of cars through that piece of road. So if you have a two-lane road approaching the traffic signal, and the highway is operating near capacity, then you need four-lanes at the signal. It's not uncommon to see this happen and it happens in several places in the urban area, simply to get traffic through the signal.

Today we even go further, and end up usually putting in a left-turn channelization as a matter of course to make sure the thing will work right. Generally that is justified on the basis of reduced accidents and increased capacity for a better level of service. That's basically why 185th is four-lanes and has a left-turn channelization.

I know that the County is trying to widen 185th at the north end to Sunset; from Sunset to Walker Road we're working on the project with them. With any good luck, we'll be in contract this year on that project. It's a matter of time, I presume, until development in the area will dictate that they will need a four-lane facility. I don't know what we'll do with the traffic signals when we get four lanes coming into them. Things will get a little tough for eight lanes at a traffic signal. I think the County is trying to look forward to their anticipated growth, which was taken under consideration when we designed the facility that we have here.

I guess one other comment - you suggested the use of other routes. Early in the development of the project, we determined that one of the purposes of the project was to remove the traffic from those neighborhood routes that you pointed out and to relieve the congestion on those streets.

I may have to reach a bit, the accidents in the Environmental Impact Statement indicate that the number before we put in the left-turn prohibition, which was back in 1974, the accidents before that ran about 32 per year, and after that ran only 12; so accidents today out there are about 12 per year. However, the accidents at Alexander, for instance, went up from 6 to 11. We haven't gained much on Alexander and you would anticipate that continued congestion would make that situation worse. It's not a situation that we consider, you know, the best.

It's hard to project what the accident picture might be in the future. But if you juggle the numbers around a little bit, you come up with the combined accident picture at the three intersections of Shaw and the Highway and Alexander as somewhere around 18, compared to a combined total of 26 today - that is small reduction but some reduction at least.

Mr. HOBSON: Do you consider the fact that there is more traffic now than previously - does that affect the amount of accidents you have?

MR. ADAMS: That certainly plays a significant part in it. Sure.

MR. HOBSON: I would think so.

MR. ADAMS: Yeah, but the traffic will increase on 185th about 60 percent in the next 20 years and 30 percent or so on the highway.

MR. HOBSON: Well, I would think in the next 20 years you should make a change. But I don't see any reason to change it now. And if by the year 2000 that situation is F then why don't we make these changes when the situation calls for it.

MR. ADAMS: We anticipate that the problem will develop sooner than that but we can't project specifically what that date would be - it depends how fast development comes.

MR. HOBSON: I think projections are fine but there is no reason to anticipate things that are not developed at this time. Unless you have money you just want to throw around, why don't you wait until you have the problem?

MR. NIZLEK: I would like to speak to that issue from the County's perspective. No. 1, this is certainly not the County's most pressing problem at the moment. Perhaps part of it is that it is a State facility and we have our facilities that we have to attend to. As I commented, we are the sponsoring agency for the project. There are higher priorities ahead of this project. It will take some time - one, because of those priorities and two, the Federal Funds that are available. We anticipate, within the fundable foreseeable future, that this project will be warranted. We feel it's warranted right now as a matter of fact.

With respect to your proposal of the turn on 187th coming in from the west, heading east, turning north, if you want to make a left turn; the diagram that you pointed out, I have looked at that and to just shed a little bit of light on that, several things will be required:

1) A signal would be required at Alexander. The traffic would warrant that if only because of the accident problem that Don has given you the historical facts on.

2) Those facilities at 187th and Alexander require that you would have to do the same thing on 182nd which is on the other side of 185th.

Preliminary cost estimate just for signalization at that location - you would also have to widen and improve those facilities. Right now they are local streets; the people that live along them did not have to contend with the commercial property across the street - traffic that that generates and local streets should not be designed to handle through traffic. We are talking about making a change that would impact the residences. But should it be acceptable, they would have to be built to a collector, not a local street standard. There would possibly be a need for a signal at 187th and T.V. Highway, which would have to be interconnected with the signal at 185th to move traffic through and in an efficient fashion. Those costs for those improvements on that type of a project would run somewhere between $700,000 and $800,000. I kind of see it as a trade, one or the other. We are talking about that magnitude of expenditure, slightly more than that, for Alternative 1. And still needing the improvements on 185th to handle the existing capacity deficiency that we have.

MR. HOBSON: Can I make just one other comment? This may be somewhat irrelevant. One of the alternatives, I guess Alternative 1, was to put in a bicycle lane. I have yet to see anyone ride a bicycle on the T.V. Highway. What is the purpose of that?

MR. ADAMS: T.V. Highway is a bicycle route and I am not sure exactly how it got onto that plan. I wasn't involved with the process so I can't speak to that specifically.

But we are required to consider bicycles and bicycle routes and the accommodation of bicycles on any new or reconstructed facility that we get involved in.

And only if we can demonstrate that there is an alternative route or there is no possible bicycles ever going to use it, like maybe some rural road in Eastern Oregon, we are pretty much committed to provide some kind of facility or some kind of accommodation for bicycles. A four-foot shoulder area you might say where bichcles can safely travel is about the minimum facility that we can provide, and that's what we propose.

MR. HOBSON: It just strikes me in this situation with all the turn problems and all that putting a bicycle lane along there is really ridiculous. I am taking up too much of your time now.

MR. ADAMS: Thank you, Mr. Hobson. Mr. Dally, I'd like to go through the cards then we'll come back and recycle. Mr. Robert Guthrie.

MR. ROBERT GUTHRIE: I am Bob Guthrie and I operate Aloha Feed and Garden Center at 18330 Southwest T.V. Highway and I am not convinced whether Alternate 2 or the No-Build would be a better way but I would like to comment on Alternate 1 as being basically or doing the same thing to my business as Alternate 2 - in that taking away the parking on the street and moving the curb in two feet would almost make it impossible to load the customers' cars between that curb and the building. Therefore, you might as well take the building down because it wouldn't be - to me it would be irreparable damaged with Alternative 1. Thank you.

MR. ADAMS: Now wait a minute.

MR. GUTHRIE: Okay.

MR. ADAMS: The situation with parking, the problem with parking in Alternative 1, would some kind of a parking lot that would be incorporated into the project perhaps be of any benefit to you? Could you use it? What is your reaction to that kind of proposal?

MR. GUTHRIE: That could be a possibility, I guess, you may have to re-design the building a little bit, you know, because our main loading facilities are out in front of the building, right on the dock there, which is the narrowest point.

MR. ADAMS: I was thinking more in terms of a community type parking lot at some point yet to be selected. Nothing has been identified - that the customers could come to you, but if you're loading them out it wouldn't help much, unless it was right there.

MR. GUTHRIE: Yes and we'd find it difficult to get too many customers to carry an 80 pound sack of feed a block down the road, plus having to cross the highway, because I don't know where you'd put it on my side of the highway - on the south side of the highway - it would be kind of difficult, you'd have to have an overpass or something to get them across the highway.

MR. ADAMS: Well the idea would be to acquire one piece of property, one additional piece of property, under Alternative 1 and then convert that property to some kind of public parking.

MR. GUTHRIE: It if were next door to me, it might be a possibility.

MR. NIZLEK: Right at present all of your loading is done in front of the building using parking provided on T.V. Highway?

MR. GUTHRIE: Well they are either parking on T.V. or they park between the building and the curb. But at the major loading point, like for feed and this sort of thing, where the

dock is, you know, raised up from the street level, at that point, if, as I understand it, Alternate 1 would bring that curb in two feet - the taking of that two feet would mean that when you open your car door, you would be opening it over the curb. You know what I mean, it would be very tight to get in and out of there. Thank you.

MR. ADAMS: Thank you. Mr. Hunter Jameson.

MR. HUNTER JAMESON: I am Hunter Jameson, the Editor of the Aloha Breeze, the editorial offices of which are at 150 S.E. Third in Hillsboro.

On May 27th we took an editorial position in the newspaper in which we endorsed building Alternative 1 on the grounds that something has to be done at the intersection because of the build-up of traffic now on 185th Avenue, and the expected and likely increase of traffic in the years to come.

We felt it preferable to Alternative 2 because it was less expensive and it would preserve the businesses, most of the businesses, which are there.

The suggestion, this was not in the editorial, but the suggestion of having a parking lot to help the businesses would certainly be a good one, because some of them will face problems. Although in our position we felt that in many cases they would not be absolutely insurmountable.

MR. ADAMS: Thank you. Mr. Carl Hovey, Mr. Hovey. (no response) Mr. Everett Smyth, Mr. Everett Smyth.

MR. EVERETT SMYTH: Yes, I am Mr. Everett Smyth and I reside at 9320 S.W. Jamieson Court, Beaverton. I own the property on 185th and the corner of Blanton, which has an old house with the address of 3835 S.W. 185th.

Currently I am working with Washington County and have an architect working on a plan (sometime later this year) to build a professional office building on this site. We've already passed design review and with the present economic conditions being what they are, there is an uncertainty as far as timing now. However, I am here to state that I am in favor of a left-turn lane from 185th, I think for obvious reasons.

As to Alternative 1 or Alternative 2 I have mixed emotions. I do not like to put anybody out of business, as Alternative 2 does; however, I think in the long pull that was probably the more desirable of the alternatives for build.

I would comment on the No-Build situation. It's my observation that leaving parking as it is now on both the north and south

edges of the east side of T.V. Highway, right now represents a safety factor as far as people getting in and out of the trucks and cars, etc., with the busy traffic on T.V. Highway. That's just a comment.

And I guess to summarize I would definitely be in favor of a left-turn lane both on 185th and T.V. Highway.

I might also add that as part of the building permit or the rezoning requirements on my lot, that 20 feet of my property is dedicated to 185th for a four-lane highway. Thank you.

MR. ADAMS: Thank you. Mike Walters, would you like to testify?

MR. MIKE WALTERS: I am Mike Walters. I lease a business on T.V. Highway, 18470 Southwest T.V. Highway. I do agree that there is a real problem in Aloha, whether it should be Plan No. 1 or Plan No. 2. But all the businesses on the south side of the highway will have to relocate and most of those businesses rely on walk-in trade, so when they relocate, they will suffer very high business loss, and probably will not make it. And that includes the Feed Store where the man that was just up here. I don't see how a customer could get into his place to begin with, not even in a car after the road is done. The man at the restaurant will be eating his own hamburgers because he has no parking at all. That goes for all of us all the way down. We will have room at our place maybe for four cars. The vacuum cleaner repair next door maybe will have two cars, which is not enough, absolutely. That's all.

MR. ADAMS: Would you like to comment on the possibility of a parking facility?

MR. WALTERS: I don't believe that anyone on our side of the street is going to walk across - if they have to come across the highway to any part of our businesses - that they are going to go and then walk another block down to have a hamburger, pick up a sack of feed, have their hair done, or pick up a vacuum cleaner or take a vacuum cleaner to a shop. They will go someplace with easy access.

MR. ADAMS: The parking lot that I mentioned would be to acquire one piece of property on that side of the road on the south side of the road and use that as a parking facility, a public parking facility, for the people that wanted to use an access to businesses that were there - the remaining businesses - you would not have to cross the T.V. highway from this parking lot to gain access to the other businesses. They would just walk up the street, a lot or two lots or whatever.

MR. WALTERS: It all depends on which end of the street it's at.

MR. ADAMS: Okay, if it was at the feed lot, it wouldn't help you much, is that it?

MR. WALTERS: Yes.

MR. ADAMS: Okay. Is Mr. Hovey back? I have asked two people who have made statements about the possibility of a parking facility. The reason is that we are considering that as a means of mitigating the loss of on-street parking in this area.

There are some questions about whether it's proper to do that, however, it has been done in the City of Portland under very similar circumstances on Powell Boulevard and on Union Avenue. The Federal Highway Administration does participate in that kind of construction activity.

One other point of discussion that has come up among the staff, is the possibility of building the parking facility and then also building a raised median down the T.V. Highway from about 182nd to 187th that would allow left-turns at those two intersections and at 185th, but would not allow any crossing movements of the highway between those three intersections. It's still in the discussion stages. I know Mr. Dally would like to say something more, if anyone else would like to say something more and particularly to these two points, I would be more than happy to hear any further comments. Mr. Dally, would you like to start? Could you come to the speakers, so we get it on the record?

MR. DALLY: In reference to the lack of bicycle traffic on the T.V. Highway, there is traffic there, we have a retarded workshop on Shaw Street that a number of people, adults, children, retarded people, use that corner of 185th and T.V. Highway. Two or three of them ride bicycles to and from work and to their homes, those who live in the area. Also there are the bicyclists that travel down T.V. Highway.

MR. ADAMS: Thank you very much. Would anyone like to comment further? Yes Sir.

MR. JIM FISHER: Just briefly, Jim Fisher, Washington County. I think one thing that should be brought out and understood is that we have X number of dollars, I don't know the exact amount, but it is something like 7 million dollars, am I correct, as far as highway funds that can be used in Washington County?

MR. ADAMS: Yes.

MR. FISHER: Okay, then the thing that should be analyzed and considered is the fact that if we go for the 1 million dollar option versus the 2.3 million dollar option that does mean that there is 1.3 million dollars to be spent somewhere else in Washington

County out of the existing funding that is available now. So this is an important decision I think that has to be analyzed. If we go to Alternate 2, and I am not making that position statement as to which way we should go, but it should be realized, if we go for Alternate 2, that means that there is going to be 1.3 million dollars less spent somewhere else in the County out of the present Federal funding. Thank you.

MR. ADAMS: Thank you. Mr. Hovey. Nope, I am still trying to locate Mr. Hovey. Would anyone else like to make a statement now for the record? Don't be bashful. I've called forward all those who have indicated that they wish to make a statement. Again I'll ask is there anyone else who would like to make a statement? Yes Sir.

MR. RON KEEN: My name is Ron Keen and I am with Flying A Petroleum Company. We have the service station located near the intersection there. The question I have is, under Alternative 1 are you able to do all the things that are necessary to make the turning lanes operate properly and to handle the traffic flow up to the year 2000?

MR. ADAMS: Simply put, yes, I could elaborate if you would like but yes, Alternative 2 includes right-turn lanes I believe that was mentioned before, adds a little bit to the capacity of the intersection. Alternative 2 does some other things that Alternative 1 does and it does them just marginally better.

I spoke of level of service; Alternative 1 and Alternative 2 both operate at level of service D in the year 2000. Level of service D slightly better for Alternative 2 than for Alternative 1 but still in that same general range. And they do some other things like that - that are hard to put good hard figures and hard facts to, we don't have them. But Alternative 2 does just a little bit better, but Alternative 1 does the job, it will work until the year 2000.

MR. KEEN: I think any of us who are residents of Washington County and are familiar with the problem with roads in Washington County and the condition of the roads in Washington County know that we need as much money spent on a lot of projects in Washington County rather than just one.

Therefore, Alternative 1, if it can do all the things that are necessary through the year 2000, seems like the best approach for the taxpayer so that we can then go ahead and fulfill other projects that are necessary. Especially in the west end of the county in which I reside and as we continue to grow out there the road system just isn't holding up and of course the funds aren't there.

Secondly, we are on the south side of the road and the Union Station is also on the south side of the road. Coming from Hillsboro, from the east side of Hillsboro, the Aloha area, heading east into

Portland, we are the only gasoline stations or really the only retail facilities available on that side of the street. As traffic becomes more and more congested on T.V. Highway, it is difficult for people to cross over to the other side of the highway. We would not be able to relocate and again as you leave Hillsboro, there is no other area for a retail site for gasoline because of the tracks. It would be very difficult for us to relocate in the Aloha area, we've looked at the sites available and there isn't really anything there for us. Thank you.

MR. NIZLEK: A question to you. Mr. Adams mentioned the concept of a median divider along the T.V. Highway. One of the purposes in the County proposing that the State consider such an addition to the project is traffic safety in the area, especially under Alternative 1 where the No-Build option, which would then not be the No-Build option because there will be some construction involved. But given the curve that exists, it is as we see it, extremely dangerous for traffic heading westbound, being on the north side of T.V. Highway, to attempt to cross over to the facilities, your station being one.

I don't know if you've been witness to any potential or actual accidents, but my question to you would be, what is your reaction - would you vehemently oppose such a proposal, we feel it would add to the safety through that throat.

MR. KEEN: No, as a matter of fact, we know now with the congestion there in that intersection, we do not expect but a very small fraction of our clientele to come from that side of the street. As I say, anywhere on T.V. Highway with the traffic building as it is, it is very difficult to cross traffic and use a retail site on the other side. Especially for something like our business where it's an in and out situation, you're there five minutes and you are gone. If you're going to be there an hour, you may fight the traffic and get across. We don't expect people who are westbound to use our facility.

But again, expressing the need for gasoline outlets, as the growth continues on the east side of Hillsboro and in the west side of the Aloha area, and today service stations are on the decline, no one is building service stations, they are only tearing them down, there are no other areas there available for gasoline. If we get back into an allocation problem, the Aloha area would be extremely hard hit as far as gasoline is concerned. Thank you.

MR. ADAMS: Thank you. Would anyone else like to make a statement? Yes Sir.

MR. EDMOND HEALEY: My name is Edmond Healey and I live on S.W. 198th between Kinnamon Road and in listening to the statements that have been here, I would suggest either Alternate 1

or 2 should be what we should have and it would be kind of hard to make up my mind which, because there are disadvantages to both. I do think the intersection should be improved.

MR. ADAMS: Did you say - where did you live Mr. Healey?

MR. HEALEY: 198th between Kinnamon Road. Thank you.

MR. ADAMS: Thank you. Would anyone else like to try the hot seat? Madam, would you like to make a statement, good.

MS. EMMA YOST: I am Emma Yost and I live at 198th and Kinnamon. Kinnamon goes right around my corner. I would like to know how making a turn at 187th off of T.V. Highway, I can't see where that can do any good. Still going north and have to get to 185th, 187th is narrow, and Alexander is narrow and you still have to go down to Alexander, and get on 185th to go farther north. And I can't see any advantage to that; it would cost more than it's worth and they would have to repair Alexander; it's so rough you can't ride on it and I can't see that and the bike path. People don't ride their bicycles on T.V. Highway, there is no place for them to ride. If they had a bike path, there would be more of them riding on it. You can't even walk on T.V. Highway safely anymore. If they widen the road and had a shoulder to walk on, there would be more walking and there would be more bicycles.

MR. ADAMS: Thank you very much. I am not sure how fast we'll be widening the highway out for bicycles on either side of this project, but we'll be doing it sometime I believe. Would anyone else like to make a statement or comment?

Again I'd like to remind everyone that written statements will be accepted until June 15, 1981, at the Oregon Department of Transportation office, the address is on the wall behind me on my left.

With no further indication that anyone would like to testify or make a statement, I declare the hearing closed and I wish to thank you very much for attending and I'd like to thank you for your testimony which we will take under due consideration both at the County and at the Department of Transportation. Thanks again. (Hearing adjourned at 8:55 p.m.)

CARD COMMENTS

HUNTER T. JAMESON: My newspaper, the Aloha Breeze, has editorially supported building Alternative 1. A copy of the editorial will be placed in the record of the hearing.

CARL HOVEY: Bike paths and sidewalks are very important. At present it is very dangerous to ride a bicycle on 185th due to heavy traffic and narrow roads. I would bike to work if it were safe. I used to ride almost everyday but now it is too dangerous.

EMMA B. YOST: If there was a bicycle lane on T.V. Highway cyclists would use it. As it is now there is no place for them to ride or walk. It would be very dangerous to ride on highway at present. The signal and turn at 187 is not worth the cost as both 187th and Alexander are very narrow and would still have to get to 185.

BONNIE L. HAYS: Although I appreciate Commissioner Fisher's comments relative to saving $1 million for other projects by favoring Alternative No. 1 over No. 2, I do not believe that there are any guarantees for the ear-marking of such funds. The Federal Funds involved are "metropolitan" and can be diverted to Multnomah and Clackamas County projects. I favor the use of funds to correct the project totally now, rather than "band-aid" it and try to fix it again in 10 years with no funds.

VIOLET V. MILLS: I would be afraid to walk very far in an unlighted area to a central parking after dark. It gets dark early in the wintertime.

VIA Valley Insurance Agency

18515 S W TUALATIN VALLEY HWY
ALOHA, OREGON 97005
PHONE (503) - 649-5588

June 3, 1981

Robert Heard, Project Coordinator
Oregon Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

Dear Mr. Heard: Re: T.V. Highway & 185th Report

We favor the No-Build Alternative of the 185th Avenue T.V. Highway Draft Environmental Impact Statement and oppose Alternatives No. I and II. The removal of the building would severely impact the insurance agency business. The present location is extremely valuable because of the high visability to the motoring public. It would be virtually impossible to find another location with equal visability or traffic volume near the present location.

Contrary to the Draft Environmental Impact Statement, Table No. 2, Page 29, walk-in business is an important part of the operation.

If forced to choose between Alternatives No. I and II, we would prefer No. II as the loss of parking under No. I would be detrimental to the entire business area.

Yours sincerely,

AGENCY PRINCIPALS & BUILDING OWNERS

ROBERT BEAUDRY

DANIEL BERTULEIT

WILLIAM H. BURTON

IIA PDM PDE FFM SPC
ODOT - METRO

JUN 03 1981

BMT PAR RPC FILE T/A

YOUR INSURANCE AGENT

June 3, 1981

Robert Heard, Project Coordinator
Oregon Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

Re: T.V. Highway & 185th Report

Dear Mr. Heard:

We, the owners of the building and property at 18400 S.W. T.V. Highway, oppose Alternatives No. I and II of the Environmental Impact Statement and we favor the No-Build Alternative.

Under Alternative No. I there is no way to reasonably expect a business or lease of a building to continue due to lack of customer parking. Page 16 of the study states that business losses sustained from displacement of 40% of the parking spaces cannot be compensated. This appears to be most unfair and unreasonable. The buildings would suffer a great loss of value and this option would create an island of useless property on the S.E. Corner. This is only half a measure compared to Alternative No. II. According to the study, this intersection is one of the most important between Beaverton and Hillsboro and therefore the plan selected should provide the maximum traffic benefit. If the No-Build Alternative is not selected, then Alternative II should be implemented as the businesses might as well be displaced now rather than commit them to a slow death as would happen under Alternative No. I.

Yours sincerely,

ROBERT BEAUDRY

DANIEL BERTULEIT

WILLIAM H. BURTON

Southern Pacific
Transportation Company

Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

L. L. PHIPPS
SUPERINTENDENT
R. I. MELBO
ASSISTANT SUPERINTENDENT
T. P. RUSSELL
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
REGIONAL ENGINEER
R. A. ENGELBERT
DIV. ENGINEER

June 4, 1981

IN REPLY PLEASE REFER TO
323-3

Mr. Bob Heard
Project Coordinator
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, OR 97213

Dear Mr. Heard:

SUBJECT: S.W. 185th Ave. to T.V. Highway study of crossing FD 758.70 at Aloha

It appears the present traffic pattern was established to relieve a situation similar to the one proposed. Next to a grade separation it would appear to be the best solution at this time. SPT Co. would prefer the no build to the other proposals. It separates traffic much better, creating less rail - automobile conflicts.

Yours truly,

R A Engelbert

LGH/dr

MA PDM PDE FFM SPC
ODOT - METRO

JUN 05 1981

BMT PAR PPC FILE T/A

SAFEWAY STORES, INCORPORATED

16300 S.E. Evelyn, P.O. Box 523, Clackamas, Oregon 97015

June 3, 1981

R. N. Bothman
Metropolitan Administrator
DEPARTMENT OF TRANSPORTATION
5821 N. E. Glisan
Portland, OR 97213

185th Ave. - TV Hwy. Intersection
Safeway Store No. 445
Aloha, Oregon

Dear Mr. Bothman:

We have had occasion to review the alternate improvement plans for widening and providing left turns at this intersection.

Safeway Stores, Incorporated favor Build Alternative II relocating the highway right-of-way to the south. This appears to be the most desirable long-term solution improving traffic flow, intersection options and signal visibility distance.

Thank you for the opportunity to express our viewpoint regarding this project.

Very truly yours,

SAFEWAY STORES, INCORPORATED

Jim Foglio

Jim Foglio
Real Estate Representative

JF:cab

Everything you want from a store (S) and a little bit more

Save heart of Aloha

In the preceding editorial we touched on the possibility of Aloha's becoming a city.

Should it incorporate or not, Aloha ought to have a center. Whether it will or not could depend upon results of the public hearing next week on widening the intersection of 185th Avenue and the Tualatin Valley Highway to allow left turns from both roads and make four lanes on 185th at the intersection.

The state Dept. of Transportation has proposed three options: Doing nothing, a minimal construction alternative that would cut back sidewalks and remove parking on the highway east of 185th at the cost of displacing three businesses, and a more elaborate building alternative that would shift the highway alignment south and demolish all buildings now south of the highway near the intersection. Under the second construction alternative, 13 businesses would be displaced.

Some new construction is necessary. Traffic flow on the highway is adequate now, but cars back up on 185th Avenue, especially at rush hour. Inability to turn left from the highway sends some drivers along Alexander Street seeking other routes and causing further jamming at rush hours.

More important, Transportation Dept. projections predict that without improvement, the intersection will become impossible and impassable—a parking lot—by the year 2000.

We regretfully endorse Alternative 1 for construction. We regret that this alternative (like Alternative 2) would destroy the old Buck's Market, now a convenience store called the Shop-Eze Market, south of the highway on 185th.

While the building is hardly a showplace now, shortly after the turn of the century it was Aloha's first retail business and thus is a link to the area's early days. At least the Aloha Grange Hall north of the highway on 185th (at 49 years, considerably younger than Buck's) would be spared under both building alternatives.

Alternative 1 is less destructive and, at an estimated cost of $1,040,000, much less expensive than Alternative 2, which would cost $2,340,000. State engineers say there is virtually no difference in effectiveness in moving traffic between the construction alternatives.

It seems to us Alternative 1 is clearly the best option, but several property owners in the area have indicated they prefer doing nothing or, as their second preference, building Alternative 2.

Their reasoning is that on-street parking is necessary for businesses to survive and that if Alternative 1 is built and removes parking, the tenant businesses would die a slow death or move away. The the buildings then would become unrentable, the say, and would become a liability rather than an asset to their owners.

The state will give no compensation for loss of parking on a highway. Therefore, if building must be done, several owners have indicated they prefer Alternative 2 under which the state would buy their buildings outright.

The assertion that without on-street parking, businesses would fade away, is merely that—an assertion. There is no proof that would happen; the only way to be certain is to wait and see.

Should retail shops not survive, perhaps businesses not needing walk-in trade could rent the buildings. If lack of parking threatens to strangle all types of trade, perhaps property owners could buy out one of their number and demolish his building to install a parking lot.

"An ill-favoured thing, sir, but mine own" is how Touchstone describes his his bride-to-be, Audrey, in "As You Like It." Like Audrey, most of the buildings in question are far from glamorous but they are Aloha's core.

It would be sad if a new city of Aloha had its heart torn out; indeed, it would be sad if the unincorporated community of Aloha were to suffer the same fate.

And besides, a million dollars extra is too much to pay for 35 parking spaces.

Citizens who want to make their voices heard on the matter, whatever their position, should attend the hearing at 7:30 p.m. next Wednesday at Mountain View Intermediate School or write to R. N. Bothman, Metropolitan Administrator, Dept. of Transportation, 5821 NE Glisan, Portland 97213.

EDITORIAL FROM ALOHA BREEZE. WRITTEN BY HUNTER JAMESON, EDITOR.

34 (1994 (170)

Speed Message

To Robert N. Bothman
• ODOT Dept of Transportation
• 5821 NE Glisan

From D. E. MICHENER
• 6762 S.W. SUSSEX
• BEAVERTON, OR 97005
646-8494

Subject S.W. 185th & Tualatin Valley Hwy

Date June 7 1981

After reading the article in todays progress and looking at the aerial photo, the rough drawing modifications that I have made on the enclosed aerial photo would seem to be, to me as a layman, the obvious and not so expensive ~~solution~~ solutions. Granted, you end up with 2 RR crossings, however I have not observed that to be like the "main line". Hopefully, this will be considered as constructive input for a tough-frustrating intersection problem

Signed David E Michener

WilsonJones

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SEE NEXT PAGE FOR EDITORIAL IN NEWSPAPER

(Attachment to ... memo)

The Sunday Oregonian

Make this long & wide so left turning from TV Hy to 185 would have time & room to cross

IN WASHINGTON COUNTY

Highway shift left up in air

By HARRY BODINE
of The Oregonian staff

Oregon Department of Transportation officials left a public hearing on proposed improvements of Southwest 185th Avenue and Tualatin Valley Highway the same way they went into it — without a community consensus

A public hearing at Mountain View Intermediate School Wednesday drew 44 persons including about 30 citizens who were split in their preferences

Businessmen and property owners who would be harmed financially said no changes should be made at the intersection, which is one of the busiest areas in Washington County

Others said improvements were desirable, but they were split on the two alternatives offered by Department of Transportation and Washington County Public Works officials

The first alternate would install left turn refuges on both the state highway — where left turns are prohibited now — and on 185th Avenue. Businesses on the south side of the highway would be preserved, but they would lose on-street parking as well as two feet of frontage

The second alternative would straighten the road and provide right and left turn refuge lanes, but the improvements would require the removal of 13 businesses on the south side of the highway

While not endorsing one alternative over the other, Washington County Commissioner Jim Fisher noted that the first alternative carried a $1.04 million price tag, while the second was more than double that — $2.3 million

With highway construction funds in short supply, the decision on the 185th-Tualatin Valley Highway intersection project could affect other road projects in the county, he noted

Washington County Fire District 1 Chief Walter Platt testified that changes should be made because of the danger involved in fire trucks and emergency vehicles making left turns off the highway onto 185th under existing road conditions

Platt said he personally favored Alternative 2, but, he added, "I'd settle for a left turn lane."

Platt testified that the fire district had moved out of its Aloha fire station on 185th at Southwest Blanton Street because traffic backing up from the intersection at Tualatin Valley Highway made it impossible to get equipment out of the station

Attorney David Hobson, whose law offices would have to be relocated under Alternative 2, suggested that left turn signals be installed at the intersections of Tualatin Valley Highway and 182nd and 187th avenues instead of at 185th

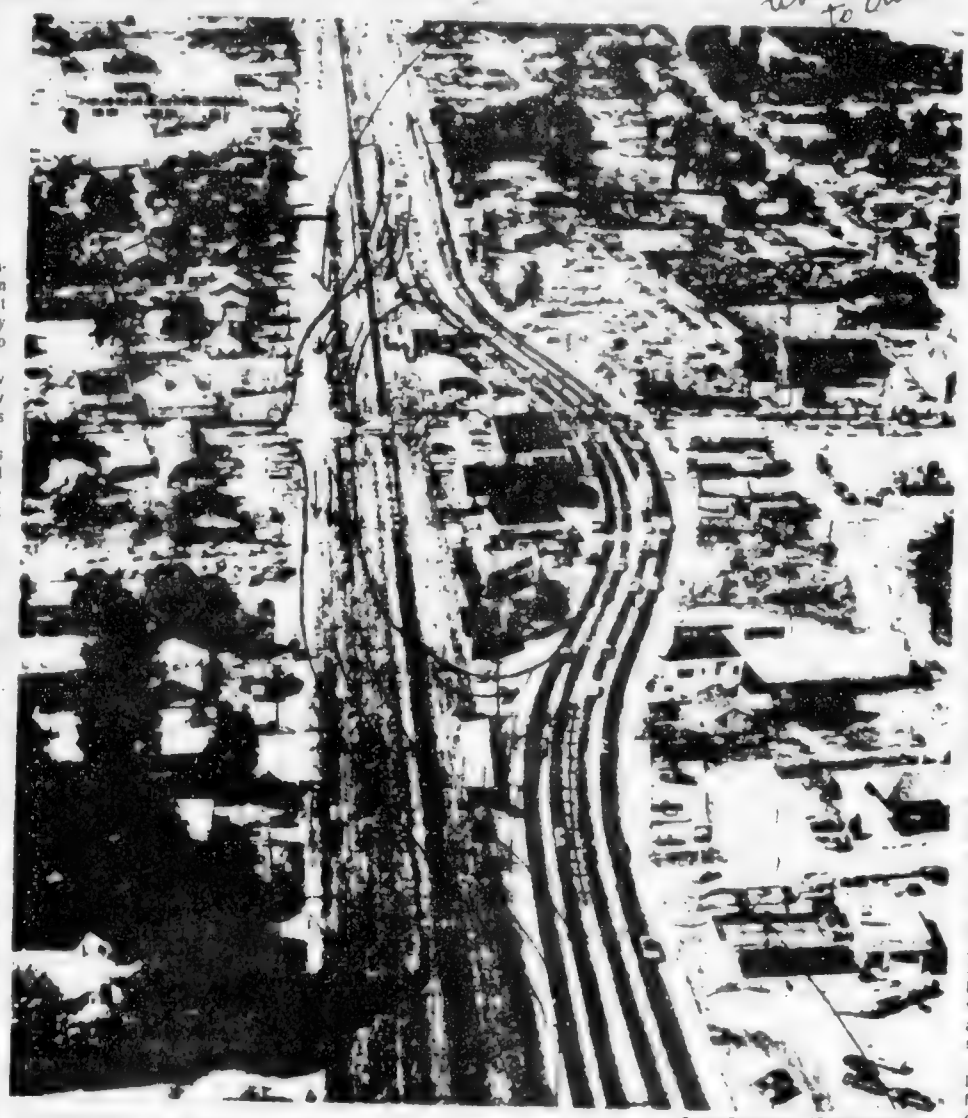
Martin C. Nizlek, transportation planning director for the Washington County Public Works Department, said taking this step would cost $700,000 to $800,000 because additional work would be required on nearby residential streets which were not designed to carry through traffic

If a decision is reached by state and local officials to improve the 185th-Tualatin Valley Highway intersection, obtaining the necessary right of way and completing other preliminary work would take at least a year

Most of the funding for the project would come from money voted by Congress with Washington County putting up a local match, however, with the recent federal budget cutbacks, there is no guarantee that the money will be forthcoming from Congress

Oregon Department of Transportation Hearings Officer Dor Adams stressed that interested parties who missed the hearing may submit written comments before June 12

They should be addressed to Robert N. Bothman, administrator, Metropolitan Branch, Oregon Department of Transportation, 5821 N.E. Glisan St., Portland, 97213



Oregon Department of Transportation photo

BOTTLENECK — Proposals for easing rush-hour traffic jams at the intersection of Southwest 185th Avenue and Tualatin Valley Highway include widening the two roads to permit left turn movements or removing 13 businesses on the south side of the highway (center of photo) eliminating the curve at the Aloha intersection

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By ANN JA
Correspondo

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Corporate Offices:
808 Southwest Fifteenth
Portland, Oregon 97205
Phone: 228-2600

McCall
Oil and Chemical Corporation

June 3, 1981

Federal Highway Administration
Oregon Department of Transportation

SW 185th Avenue at Tualatin Valley Highway
Washington County, Oregon

Statement for the Public Record

Gentlemen,

McCall Oil and Chemical is an oil jobber conducting business in the Northwest. We address the issue of the 185th/TV Highway project not so much as an effected business in the community, but rather as a project which has more positive impacts than negative, thus making it a good "business" decision. Following this philosophy, as we have to at McCall, leads us to recommend the "no build" alternative for the following reasons:

(1) No cost-benefit analysis has been done. (Per Bob Heard O.D.O.T. C.A.C. Hearing 5-11-81) It is beyond McCall how any project can be considered without knowing if the project will benefit the local community in dollars and cents. In light of today's economy, we think this is one of the most necessary priorities. The cost estimates of the project are one year old, so if approved would be at least 12% low (considering current inflation rates). One of the most frequent arguments heard during the study of this project is "if we don't get the money somebody else will." That kind of thought process has put this country in the inflation condition that we all have to contend with today, and results in making this project cost prohibitive.

(2) From McCall's point of view, this project is a "band-aid" approach to solving the no-left-turn at 185th and the Tualatin Valley Highway. Either one of the build alternatives simply moves the intersection congestion problem one block north and south of the highway where Washington County has no plans/funds available to improve and widen 185th to accomodate projected additional traffic. (Per the county's representative present at the C.A.C. meeting 5-11-81) In order to properly serve the community's best interest, it is this company's opinion that the state of Oregon and Washington County should co-ordinate the completion of the project together, thus providing adequate transportation facilities from Highway 26 to Farmington Road on 185th.

(3) On page 20 of the D.E.I.S., Table 1, the projected traffic count for the year 2,000 "build", average weekday traffic on 185th is 1,100 less on 185th north bound and 900 less on 185th south bound. By your own admission, spending 2 million dollars will result in a decline of present traffic. If this is true, why spend the taxpayers money?

In summary, McCall formally requests that the State of Oregon Department of Transportation conduct a cost/benefit analysis of this project and submit their analysis to the general public for review.

We ask that any future publications and the results of this public hearing be sent to:

McCall
5480 NW Front Ave.
Portland, OR 97210
Attn: Gary R. Miller

Sincerely,

G. R. Miller
District Manager
McCall

GM:cmf

David M. Wanecke

2365 S.W. 203RD, ALOHA, OREGON 97006 503/649-7386

To Aloha:

In regards to the 185th-Tv Junction; we wish to state our opinion/ vote, and make it official at this time. My wife and I are totally in favor of alternative 2. We have lived in Aloha for many years and travel daily on both 185th and TV Highway. As we are all aware, the Aloha, Hillsboro area is growing rapidly, which obviously increases traffic and the conjestion it produces. Whether or not 185th and TV is the core of Aloha is not the issue. Aloha needs a face-lift desperately for two reasons; to go along with its newly acclaimed independence, phase 2 would produce a much needed new and clean image. People ask "Where do you live?" Most people would say the Beaverton area or Hillsboro Area, but not Aloha. Those who know the Portland metro area think of Aloha as the pits, second class. Phase 2 would help change this attitude. Second; as stated before, the area is growing rapidly with people and industry, phase 2 would definately help relieve conjestion in the 185th-TV area and its surrounding side streets, not to mention make them safer to travel. As residents of Aloha, we feel strongly that phase 2 is definately a positive step in the right direction.

LA PDM PDE FFM SPC
ODOT - METRO

JUN 0 8 1981

BM PAR PPC FILE T/A

Sincerely,

David M. Wanecke

David M. Wanecke

P.S. We can sympathize with the businesses losing their location. however, if they have any kind of rapport with their customers, they will survive by moving to a new location in the area. Besides, how many people shop in those stores? Also, if they couldn't survive elsewhere, then their business might be in tough shape.

VICTOR ATIYEH
GOVERNOR

Executive Department

155 COTTAGE STREET N.E., SALEM, OREGON 97310

May 12, 1981

ENVIRONMENTAL SECTION
May 14, 1981

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
W. J. Hart
D. E. Wilken
R. N. Bothman
E. L. Hardt
Jef Kaiser
Wally Bryant
Bill Geibel

Gary A. Potter, Manager
Environmental Section
Department of Transportation
Highway Division
Transportation Building
Salem, OR. 97310

NOTED
E. S. HUNTER

Dear Mr. Potter:

185th Avenue at Tualatin Valley Highway
PNRS 8104 4 390

Thank you for submitting your draft Environmental Impact Statement for State of Oregon review and comment.

Your draft was referred to the appropriate state agencies for review. The consensus among reviewing agencies was that the draft adequately described the environmental impact of your proposal.

We will expect to receive copies of the final statement as required by Council of Environmental Quality Guidelines.

Sincerely,

INTERGOVERNMENTAL RELATIONS DIVISION

Martin W. Loring, Manager
Grants Coordination and Management Section

MWL:cb

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7-8

April 21, 1981

Robert W. Alm
19411 SW Sharoaks Drive
Beaverton, OR 97006

Dear Mr. Alm:

Thank you for your letter expressing concern about the driving habits of motorists using the stretch of the Tualatin Valley Highway through Aloha, and your suggestion for remedying the situation.

It might interest you to know that we are preparing a project to address the Aloha problem. At this time, there are two alternative designs being considered for the intersection of 185th and Tualatin Valley Highway. Both alternatives provide left-turn refuge lanes at the intersection.

While your suggestion to construct a raised center island on the Tualatin Valley Highway would effectively eliminate the left turns from that highway, it would not solve the similar problems being experienced along S.W. 185th Avenue. Our experience also indicates that raised islands are unacceptable to local businesses affected by them.

Because of your concern, I am enclosing a copy of the Draft Environmental Impact Statement for this project, which should provide you with additional background. There is a public hearing on this project scheduled for 7:30 p.m., June 3 at the Mountain View Intermediate School. Because of your interest, you might like to attend this meeting, and perhaps voice your concern, or write a letter to be considered as part of the testimony. We like to get as many comments as possible concerning our proposed projects, particularly when they are in the planning stages.

Thank you again for your comments, and I hope this information answers your questions. If you desire any additional information, I suggest you contact Mr. Robert Heard of our Metropolitan Office in Portland, who is coordinating the project. His phone number is 238-8243.

Sincerely,

H. S. Coulter
State Highway Engineer

JDM:po HSC:lb
bc R. N. Bothman
E. L. Hardt

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STATE HWY ENGR
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To Bottomley
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April 3, 1981

Mr. H.S. Coulter
Oregon State Highway Engineer
Room 140
Transportation Bldg.
Salem, Oregon 97310

Dear Mr. Coulter,

I realize that you probably get countless letters telling you "what you should do," and that everybody thinks they are an expert, but I also realize that you can't possibly keep abreast of all the problems and trouble spots within the state highway system, so let me take this opportunity to speak my mind.

I would like to talk about state highway # 8 -- known locally as the Tualatin Valley Highway. Given the current economic conditions, I think we all agree that a Tualatin Valley freeway or expressway is out of the question, so we must do our best to keep the existing route optimized for traffic flow as best as possible. I'm sure you know how many vehicles commute this route from Forest Grove and Hillsboro to Beaverton and beyond each day, and we all know it's a lot of traffic. State route 8 is one of the few well maintained thoroughfares in Washington county with shoulders and controlled left-turn lanes. Unfortunately, this adds to the congestion.

There is one area on this route that I think you should take a closer look at -- the stretch through Aloha around S.W. 185th Ave. The proximity of the structures to the highway in Aloha prohibit the construction of left-turn refuge lanes at S.W. 185th Ave., and the smartest thing ever done at that intersection was the posting of "No Left Turn" signs in 1973. I think, however, that additional work is now required. I travel that route daily, and I observe a substantial number of "cheaters" turning left no more than 20 to 40 feet beyond the intersection into and through gas station lots (in both directions) and then on to S.W. 185th Ave. These people will consistently stop and back-up the following traffic through the intersection in so doing. Another chronic problem is Eastbound traffic turning left to S.W. 182nd Ave. and blocking traffic in a similar manner. Personally, I cannot believe how inconsiderate some of these people are who will block traffic back from S.W. 182nd clear back across S.W. 185th in the left lane. Obviously this is a dangerous situation, but apparently it's legal.

I would like to suggest a raised center island through Aloha. Left turns should be permitted only where refuge lanes are possible. I think you'll find that a raised island from S.W. 178th Ave. to S.W. 187th Ave. would do the job quite nicely. People who insist on turning left on to S.W. 185the Ave. would simply have to do better than a gas station lot U-turn of left-turn route -- which I believe is NOT legal anyway.

I know that a lot of people have grown to accept that stretch for what it is, but I feel this simple improvement would go a long way in making this a less frustrating, less congested, and more importantly, judging from the constant rubber marks on the pavement, a much safer one-half mile stretch of route 8.

Thank you for receiving my comments. I would appreciate hearing any you may have in return. Thanks again.

Sincerely,

Robert W. Alm

Robert W. Alm
19411 S.W. Sharoaks Drive
Beaverton, Oregon 97006

10,128

2-22-81

TUALATIN VALLEY HIGHWAY AT S.W. 185th AVENUE

Project Development Synopsis

I. INTRODUCTION

The purpose of this report is to provide information and background on the development of this project. This data will be useful during the final design phase and construction phase of the project.

This report will cover the development of the project, as viewed by the project coordinator, through the public involvement and Technical Advisory Committee contributions. Items that will be covered are: traffic, utilities, pedestrians, bicycles, drainage, air quality, right-of-way, relocations, railroad crossings, funding, timing, etc. This report, along with the Resident Engineer's narrative report, should provide the reviewer a complete understanding of the project.

II. PROJECT INITIATION

The project request was submitted by Washington County to the Oregon Department of Transportation on June 27, 1978. The Federal Highway Administration authorized preliminary engineering funds for the project on February 8, 1979.

The purpose of the project is to increase the capacity of the intersection, and also reduce traffic on local streets. This will be accomplished by re-establishing left-turns from the Tualatin Valley Highway to 185th Avenue. 185th Avenue will also be expanded to four lanes plus left-turn channelization at the intersection. This will solve the traffic problems at this intersection until the year 2000.

Left turns from the Tualatin Valley Highway to 185th Avenue are prohibited today, thereby causing vehicles to travel the local neighborhood streets which were not designed to handle the volume of traffic. Consequently, the number of traffic accidents has risen considerably in the last several years.

III. FUNDING

The project will be funded from the Interstate Freeway Transfer fund on a basis of 85 percent federal and 15 percent local. The local funding will be provided by Washington County. As of October 1981, the estimated cost of the build alternative is $1,290,000. The funding available (MSD approved) is $2,044,212. This includes the local match. This provides an excess in the neighborhood of $700,000. The estimated cost of $1,290,000 includes mitigative measure providing an off-street parking lot.

IV. PROJECT DEVELOPMENT

The Oregon Department of Transportation assigned Bob Heard as project coordinator, telephone ~~238-8243~~ 653-3223, address ~~5821 N.E. Glisan Street~~ 9002 S.E. Mcloughlin Blvd, ~~Portland~~ Milwaukie, Oregon ~~97213.~~ 97222 I was responsible for the implementation and coordination of the public involvement program for the project. In addition, I also chaired the Technical Advisory Committee and acted as a clearing house for all information relating to the project.

Representation on a Technical Advisory Committee consisted of the following staff: For the Oregon Department of Transportation, Earl Purdy, Project Location Manager; Steve Wilson, Traffic Engineer; Jef

Kaiser, Environmentalist; Hank Brindley, Right-of-Way Liaison Agent; Ted Inloes, Utilities Engineer; Leo Huff, LCDC Coordinator, and Bob Heard, Project Coordinator. For Tri-Met, Ken Stanley; for FHWA, Wally Bryant and Cliff Christianson. For Washington County, Mike Borresen and Marty Nizlek. For Southern Pacific Transportation Company, Dick Johnston. For the Department of Environmental Quality, Howard Harris, and representing the CAC was the Chairman, Wayne Henkelman. Each individual's area of expertise related directly to their employer. In additional to the regular members on the TAC representing the Oregon Department of Transportation, other staff members provided support for the project, as follows: Don Adams, Ed Hardt, Jim McClure, Curt Duval, and Roger Trygstad.

A Citizens Advisory Committee was formed to assist in the development of the project. The following is a brief tabulation of the personnel on that committee and a biography of each.

Wayne Henkelman - Wayne was elected chairman of this committee. As Wayne has a realty business on 185th just off Tualatin Valley Highway, his office is within the limits of the project.

Dorothy Lutjen - Mrs. Lutjen owns some property and buildings on the southeast quadrant of the Tualatin Valley Highway/185th Avenue intersection.

Neil McKie - Neil is a private citizen who lives some distance away from the project but uses the intersection on a regular basis.

Gary R. Miller - Gary is a district manager for the McCall Oil Company who owns a service station on the northeast corner of the TV/185th intersection.

Peter C. Myling - Peter was appointed to this committee as a representative of the Community Planning Organization No. 6 (CPO #6). Peter

is a private citizen who lives close to the area.

Bob Young - Bob is the owner of the Aloha Mall Association, Inc., which is on the northwest corner of the intersection of TV Highway and 185th Avenue. Bob was also elected vice-chairman of this committee.

Jim Jersey - Jim owns some property in the southeast quadrant of the intersection between the Tualatin Valley Highway and the railroad railroad tracks.

Claude R. Laughlin - Claude owned some property, a lumber and building materials store, within the project confines but is now deceased since the inception of the project.

There were a few other people who came to some of the Citizens Advisory Committee meetings. Most of these people did not attend regular meetings and, therefore, were not considered as members of the committee. Criteria for membership on the committee was regular attendance.

An interested parties list was developed which consisted of elected officials and local government officials and private citizens living in or near the area.

V. DESIGN

The current design is the end product derived from a series of meetings by the Technical Advisory Committee, Citizens Advisory Committee, Washington County staff, and the Oregon Department of Transportation staff. The Oregon Department of Transportation, in conjunction with the Washington County Department of Public Works staff, made a recommendation to the Washington County Board of Commissioners. The Washington County Board of Commissioners concurred in this recommendation. Major design changes should be cleared through Washington County

staff and the Metro staff, prior to implementation.

The limits of the project are approximately S.W. 182nd Avenue through S.W. 187th Avenue on the Tualatin Valley Highway. The highway width on the TV Highway would be widened to 68 feet, curb to curb. This is four feet wider than the existing roadway today. This will allow for four travel lanes, two in each direction, left-turn lane, and a four-foot bikelane/shoulder adjacent to the curb on each side of the highway. A six-foot sidewalk would remain (the current sidewalk width is eight-foot). The existing on-street parking would be removed in order to construct a 68-foot section of highway within the existing right-of-way on the TV Highway. The signalization would be updated to accommodate the left-turn movements for all four directions of traffic. 185th Avenue would be widened to provide the same roadway width, shoulders, and sidewalk configuration as the TV Highway; however, additional right-of-way will be necessary (the curb to curb width is 66-foot). The five lane section will taper to two lanes at Blanton Street on the south, and Alexander Street on the north. Three businesses will be displaced, the Aloha Grange will also need to have the front entrance remodeled [1] (removed). As a mitigative measure to the loss of on-street parking, an off-street parking lot will be constructed in the southeast quadrant of the intersection (area between TV Highway and the railroad tracks.).

There was one other alternative considered and discarded. The following is a brief outline of that alternative.

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[1] Conceptual architectural plans were prepared by the bridge section. These plans, dated 6/11/81, should be used as reference information during the R/W acquisition phase.

The configuration of S.W. 185th Avenue would be the same as in the previous alternative; however, the TV Highway centerline would be shifted approximately 50 feet to the south to straighten out the highway alignment while providing adequate vehicle storage on 185th Avenue between the railroad tracks and Tualatin Valley Highway. A new centerline would tie back into the existing highway at each end of the project. The configuration of the TV Highway would change slightly. The design would have four travel lanes, a left-turn lane, and full shoulders on each side, which could be used for bikes, bus pull-outs, and emergency needs. The signalization would be updated to accommodate the left-turn movements for all four directions of the intersection. Right-turn lanes would be provided from the TV Highway to 185th Avenue, both north and south.

This last alternative was not chosen for the following reasons: (1) approximately $1 million higher price tag; (2) loss of all businesses in the southeast quadrant of the intersection; (3) inadequate storage distance for vehicles between the TV Highway and the railroad tracks. A formal public hearing was held on June 3, 1981, to take input regarding the project. The formal public hearing was chaired by Don Adams. Assisting Don Adams was the Transportation Division Manager for the Washington County Department of Public Works, Marty Nizlek. On September 9, 1981, an additional public meeting was held at the Aloha Grange. On September 10, 1981, the Community Planning Organization No. 6, was given a briefing. On September 15, 1981, the Washington County Board of Commissioners held a public hearing in the Council Chambers of the courthouse. Not enough members were present to gain a consensus, so an additional hearing was held on September

22, 1981. At that time, the Washington County Board of Commissioners concurred with the Oregon Department of Transportation and Washington County staff recommendation (which included mitigative measures for off-street parking).

VI. DESIGN PROBLEMS

There are three buildings on the project that have some historic value in some people's minds. These buildings are the Aloha Grange, the Buck General Store, and the Feed and Seed Store (none of these are eligible for registration on the list of historical landmarks).

The widening of the 185th Avenue between the TV Highway and Alexander Street caused the Aloha Grange to be impacted. To mitigate this during design, the line was shifted to the east as far as possible so the only impact to the grange is the front porch, which is currently over the existing sidewalk. This has been investigated and found to be not insurmountable to remove this porch and replace it on the side of the building. John A. Johnson, Architectural Designer, did a survey on this particular aspect. His phone number is 378-6551, in the Salem Highway Building.

VII. SENSITIVE ISSUES

There were several sensitive issues brought out on the project and they are as follows:

1. Removal of the on-street parking - the businesses in the southeast quadrant of the intersection (between the TV Highway and the railroad track) indicate that with the loss of on-street parking, their businesses will eventually perish. Some of the businesses have their own off-street parking but they believe it is totally inadequate. This

was the reason for the inclusion of the mitigative measure before building the off-street parking lot in the southeast quadrant. Depending on which site in the southeast quadrant is chosen for the off-street parking lot, some of the remaining businesses may still be adversely impacted. For instance, if the parking lot is not built next to the Feed and Seed Store, it may be difficult for customers to load and unload their cars. If cars cannot get to the loading platform, they certainly are not going to carry 100-pound sacks of feed or seed any great distance to their vehicle.

The Washington County Planning staff insisted on constructing a raised median on the TV Highway between 182nd and 187th to control the left-turn movements. Left turns would have been allowed at 182nd, 185th, the turn into the Aloha Shopping Center, and 187th Avenue. All others would have been restricted. Furthermore, they wanted a raised median on 185th Avenue between the Tualatin Valley Highway and Alexander Street. This issue raised considerable concern from the surrounding merchants and businessmen. A compromise was finally worked out with Washington County staff and the Oregon Department of Transportation staff whereby these islands would not be constructed at this time, but would in the future be constructed when and if the accident rate becomes intolerable (due to left turning movements or too many accesses onto the road).

VIII. POLITICAL ISSUES

The one overriding political issue on the project was whether or not to move the alignment of the highway southward, thereby eliminating all of the businesses between the TV Highway and the railroad tracks. The existing businesses felt that if they were to be impacted

at all, they wanted to be completely wiped out. This is not good engineering practice as this option would cost approximately $1 million more than the one chosen. It would, in essence, have been an urban renewal project.

IX. ENVIRONMENTAL PROBLEMS

There was considerable concern during the course of the project that under alternative 2 (not the chosen alternative), two gas stations would be wiped out, thereby losing the gasoline allotment for the area. Apparently, there were no other suitable sites within the area in which to relocate the service stations, and if there were, a lot of red tape would have had to be dealt with to move the allotments from one station to another.[2] This problem was resolved by not choosing that particular alternative. There were no other major environmental problems on this project.

X. AGREEMENTS

At this time, we have a signed, preliminary engineering agreement with Washington County. This agreement is for the survey and preliminary engineering work only. Washington County is putting up the match money for the right-of-way and construction of this project, and therefore, an additional agreement will need to be processed.

An agreement will need to also be worked out with the Southern Pacific Transportation Company through the P.U.C. process.

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[2] Also, current federal de-regulation negates fuel allotment concerns

XI. PROJECT SCHEDULE

The Final Environmental Impact Statement has been submitted to the FHWA and is awaiting approval at this time. After this approval has been received, the right-of-way phase could begin on this project; however, funding has not been approved, or set aside at this time due to the cash flow from Washington, D.C. This project will, in all likelihood, be delayed until such time as the priority of project changes or the cash flow from Washington, D.C. improves.

XII. UTILITIES

All basic urban utilities serve the project area and are provided by: Portland General Electric (Portland and Beaverton), General Telephone Company of the Northwest, Northwest Natural Gas Company, Unified Sewerage Agency, and Wolfe Creek Water District. All of the utilities will have some conflicts with the build alternative. They are using existing right-of-way by revocable permit. Adjustments or movements necessary would be borne by the respective utility company. The resident engineer should coordinate the construction activities with the utility companies to insure the continuity of service. Final Design should also attempt to adjust storm sewers to avoid unnecessary impacts on existing utilities. The one critical utility would be the high tension power lines on the south side of the Tualatin Valley Highway. There is ample room in the new sidewalk to move the poles back; however, as these poles are moved back closer to the buildings, the power lines, because of the curve in the existing highway, may be over top of the buildings. This could create a problem for the power company. This will need to be resolved at a future date.

XIII. ILLUMINATION

Concern was expressed at one of the public meetings or public hearings concerning the illumination of the off-street parking lot to be built in the southeast quadrant. During the design of the off-street parking lot, illumination of this lot should be considered.

An additional agreement would need to be worked out whereby Washington County assumes the maintenance and responsibility for this off-street parking lot and the maintenance and responsibility of taking care of the illumination and the power.

XIV. MASS TRANSIT

Mass transit is currently being served by several bus lines through the area, both north and south and east and west. There has been some consideration in Tri-Met's long-range plan to extend the future light rail from Beaverton out to 185th Avenue. However, this is merely speculation. Any questions regarding turning movements of buses should be directed to Ken Stanley of Tri-Met offices.

Bob Heard
Project Coordinator

BH:po

2/22/81
ODOT

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TRH 7.4

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: R. N. Bothman
Metro Region Engineer

DATE: Setember 19, 1980

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

NOTED
E. S. HUNTER

SUBJECT: T. V. Highway - 185th Avenue
Washington County

An issue has come up regarding the cultural resource impact of the 185th-T. V. Highway project. The two project build alternatives will require the full or partial acquisition of three structures with some historic value. These three structures are the Aloha Grange, the Hale's Feed and Seed Store and Buck Store.

All three buildings were evaluated for National Register significance and discussed with the State Historic Preservation Office (SHPO). It was determined that only the Aloha Grange was eligible. Various required environmental documents have since been prepared which consider the Grange as the only eligible structure.

Recently, the SHPO's opinion on the ineligibility of the Buck Store was challenged in writing by the Washington County Museum. The SHPO did not feel that the information presented changed the eligibility status of Buck Store (copies of the correspondence are attached).

While the SHPO's letter to Matthews, the Museum Curator was not very definitive, it did not give us just cause to delay the project while doing another request for a determination of eligibility. We consequently suggest that the DEIS be processed with only the Aloha Grange treated as an impacted, Register eligible property.

It may be that some opposition will surface in future months to this position. Some local individuals have actively sought the recognition and preservation of Buck Store as a local landmark. The opposiition may take the form of hearing protest or could also be in the form of direct requests for evaluation to the various federal agencies concerned with historic preservation.

You may wish to evaluate this course of action or review the project alignment and advise us of your feelings.

GAP:PTD:ct

Attachments

cc: E. S. Hunter

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GOVERNOR

Department of Transportation
PARKS AND RECREATION DIVISION
525 TRADE STREET S.E., SALEM, OREGON 97310

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copy to file.

September 8, 1980

MR RICHARD P MATTHEWS
MUSEUM SUPERVISOR
WASHINGTON COUNTY MUSEUM
641 E MAIN ST
HILLSBORO OR 97123

Dear Dick:

Many thanks for your well-stated defense of the local significance of the Buck Store (1908) in Aloha, Washington County.

Your points are well taken, and in view of the question raised, it may be appropriate for the Department of Transportation to take the formal step of requesting a determination of eligibility from the keeper of the National Register.

I shall take this up with Pieter Dykman, Research Coordinator, Environmental Section, to see if this is feasible, and we shall keep you posted.

Thank you very much, as always for your fine efforts on behalf of Washington County cultural resources and historic preservation in general.

Sincerely,

Elisabeth Walton Potter
Preservation Specialist

EWP/js

cc: Pieter Dykman

P.S. I am not convinced, still, that the property meets the criteria of the National Register in the point of view of staff in Washington.

Form 734-3122

WASHINGTON COUNTY

MUSEUM - 641 E. Main
Hillsboro, Oregon 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
JIM FISHER, Vice Chairman
VIRGINIA DAGG

August 26, 1980

RICHARD P. MATTHEWS
Curator
(503) 648-8601

Ms. Elizabeth Potter
State Historic Preservation Office
525 Trade St., S.E.
Salem, OR. 97310

Dear Elizabeth:

As you know, the museum has been working with the State Highway Dept's environmental section on the 106 review for the 185th project in Aloha. I spoke with you by phone regarding my concern for the buildings in the impact zone of that project. You will recall that while your office had targeted the Aloha Grange as that building most likely to qualify as a national register site, we felt equally convinced of the Buck's Store's significance.

While I fully appreciate that you are often in the unenviable position of having to make judgement calls on such matters, I feel that it is important that I re-state the local area's case regarding the Buck Store. As I read the National Register criteria, those resources which have local significance are to be given consideration on that basis, equal to structures of national significance.

Let me briefly re-state what I think makes the Buck Store very significant on a local level:

- -It is without doubt one of the oldest commercial structures in the Aloha area, c. 1908.
- -It is substantially unaltered since it's widening in 1915, at least externally; photographic evidence (O.H.S.) confirms this.
- -It has played central role in the economic, social and cultural life of the community from its construction until the 1950's: It was the location of the first P.O. (1912), the ticket station for the inter-urban railline, and was often used as a theater with films being shown on the outside of the building. Moreover, it was a community center, as with most general stores, with much talk & gossip being passed around its stove. Many old locals fondly recall that very important arena.
- -It was involved in the very naming of Aloha, in that its owners chose Aloha as the new name when requested to do so by the P.O. for clarity of locations.

I think it equally important to point out that the Buck Store is an asset to a community that is in the midst of a political identity crisis. Aloha is attempting to incorporate as a city, in reaction to its being lumped in with Beaverton in most administrative cases. The community recently sponsored a historical awareness project, and is basing much of their political identity on the local history aspect. The already solid local significance of the Buck Store takes on a more profound meaning in light of this effort.

It is my understanding that the essence of your position regarding the Buck Store is that it has been altered to a point where it is no longer recognizable? On the contrary, examination of a photo in the O.H.S. collection, c. 1915, will show the store little changed, other than a few superficial cosmetic changes, at least to the exterior. The fact that it is still a store should indicate that the interior is still in keeping with its original purpose.

Since the alignment of 185th may be impacted by the value of the Grange Building, surely the Buck Store can be included in whatever mitigative action that is being contemplated. After all,they are even on the same western side of the road.

I hope that you will reconsider your assessment of the Buck Store in terms of the Aloha project. If I can be of any assistance in this matter, please let me know.

Sincerely,

Richard P. Matthews
Museum Supervisor

RPM:ml

c.c. Mr. Pieter Dykman
Environmental Section
Transportation Bldg.
Rm. 412
Salem, OR. 97310

NOISE STUDY REPORT

for the

S.W. 185th Avenue and Tualatin
Valley Highway Section

Draft Environmental Impact Statement

WASHINGTON COUNTY

City of Aloha, Oregon

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Prepared by

Oregon Department of Transportation
Metropolitan Branch

Douglas Iverson, Air Quality/Noise Engineer

August, 1980

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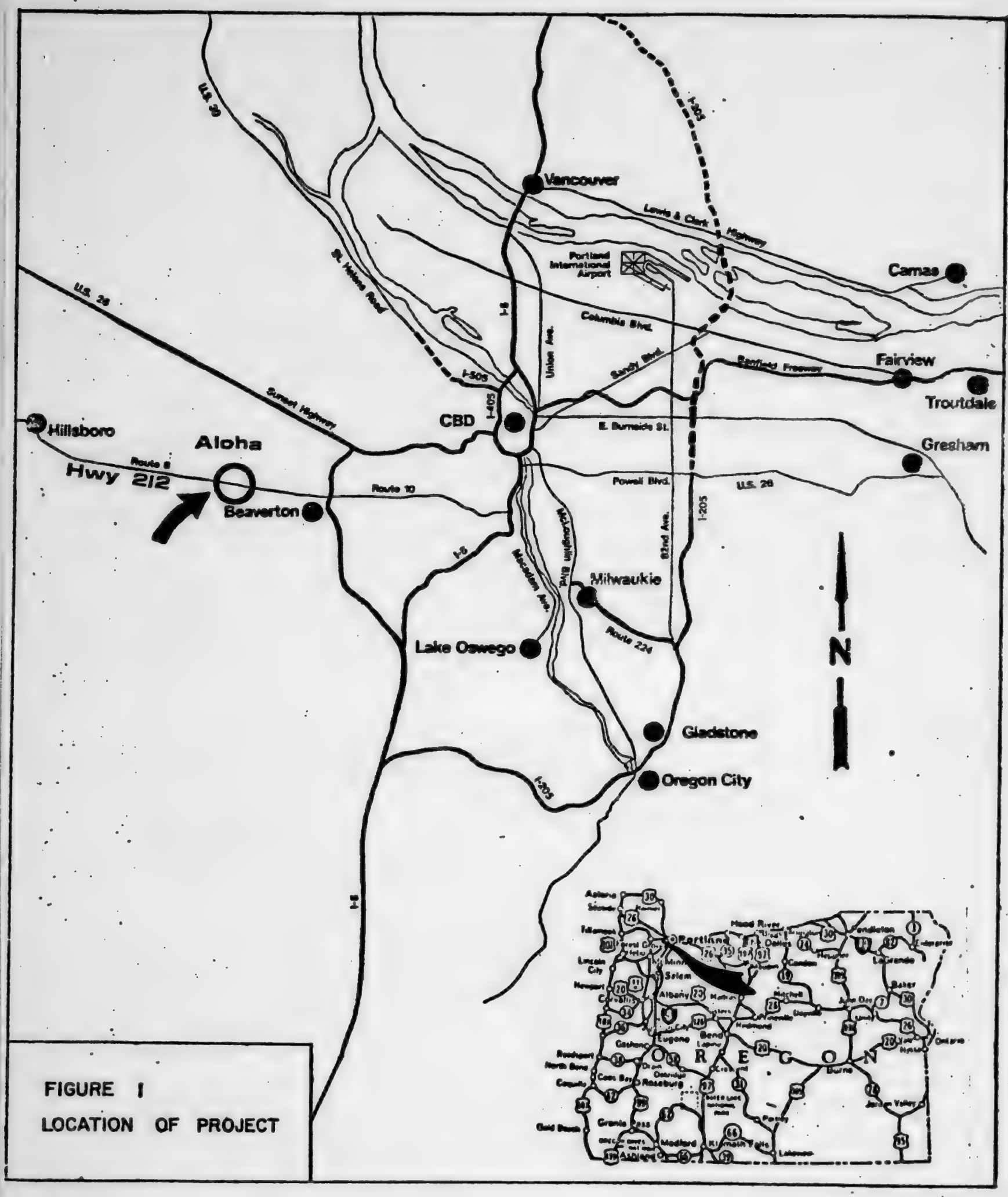


FIGURE 1
LOCATION OF PROJECT

Introduction

This report is intended to support the draft environmental impact statement regarding traffic noise for the proposed project at S.W. 185th Avenue and the Tualatin Valley Highway (T.V. Highway).

Project Description

Presently, left turn lanes are prohibited on the T.V. Highway at S.W. 185th Avenue. The T.V. Highway in the project area is approximately 65 feet wide (curb-to-curb). This allows for two travel lanes and streetside parking on both sides of the highway east of 185th and provides four travel lanes west of 185th. S.W. 185th Avenue is 38 feet wide (curb-to-curb) north of the T.V. Highway and 25 feet wide south of the highway. Left turns are permitted on 185th Avenue.

There are two build alternatives as well as a no-build alternative being considered at this time. The No-Build alternative is used as the base condition for studying the two build alternatives. The No-Build consists of no roadwork other than normal maintenance and repair of the existing roadway. Left turns will still be prohibited along the T.V. Highway (Figure 2).

The Build 1 alternative will provide left turn lanes on the T.V. Highway at 185th Avenue. The project termini are 200 feet west of 187th Avenue and 200 feet east of 182nd Avenue. Following the existing alignment along the highway, the T.V. Highway will lose the streetside parking east of 185th and provide four full width lanes and a left turn center lane. S.W. 185th Avenue will also maintain its present alignment. However, it will be widened to four full width travel lanes and an exclusive left turn center lane both north and south of the highway (Figure 3).

Under the Build 2 alternative, the T.V. Highway will be realigned to reduce the degree of curvature through the intersection. Five travel lanes and a continuous left turn lane will be provided on both sides of S.W. 185th Avenue. Work along 185th will be the same as the Build 2 alternative (Figure 4).

Land Use Subject to Noise Impacts

Land adjacent to the T.V. Highway as well as S.W. 185th Avenue are likely to be impacted by this project. Indirectly, land along 187th Avenue, Alexander Street, and 182nd Avenue can be impacted by changes in the traffic patterns of the area.

Between S. W. 187th Avenue and S.W. 182nd Avenue along the T.V. Highway land use is commercial except for one residence next to the Aloha Theatre. Land use is strictly commercial between the T.V. Highway and Alexander Street. The buildings closest to the T.V. Highway on S.W. 182nd are commercial businesses. Towards Alexander the land is strictly residential. Alexander is residential along the eastern half between 185th Avenue and 182nd Avenue. The western half of this section is strictly commercial. The south side of

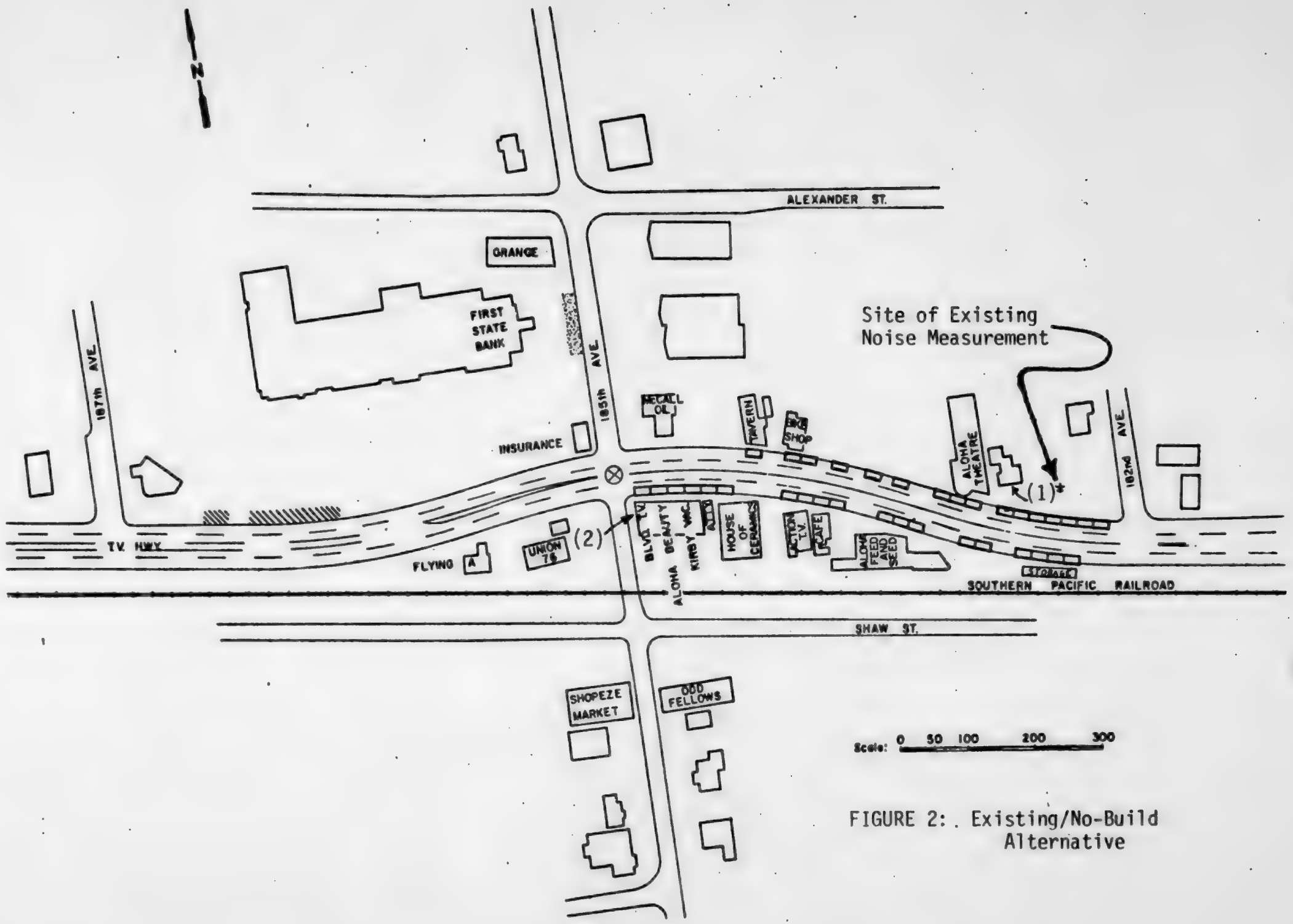


FIGURE 2: . Existing/No-Build Alternative

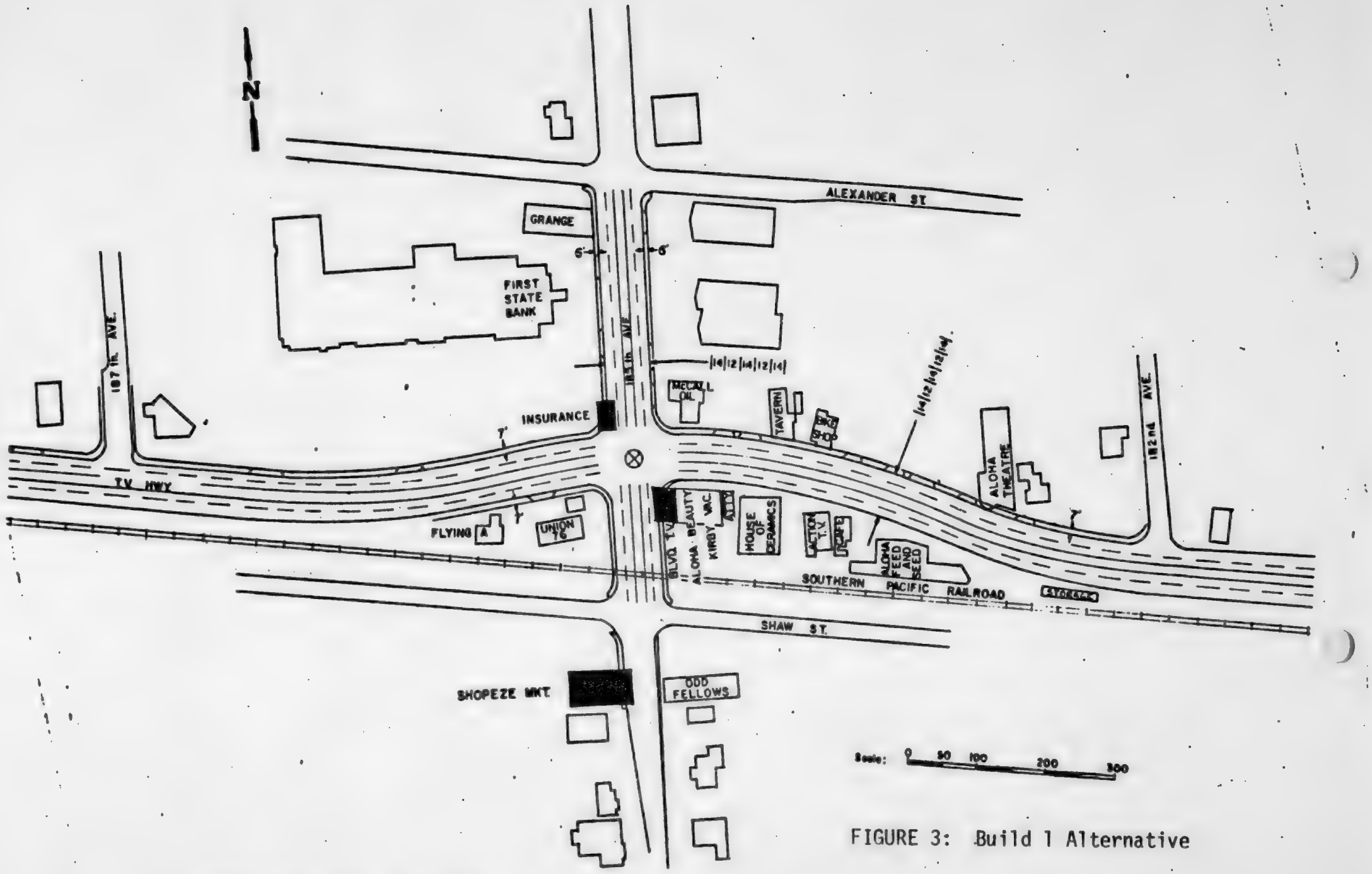


FIGURE 3: Build 1 Alternative

NOTE: Blacked-out buildings are those businesses to be acquired by the state.

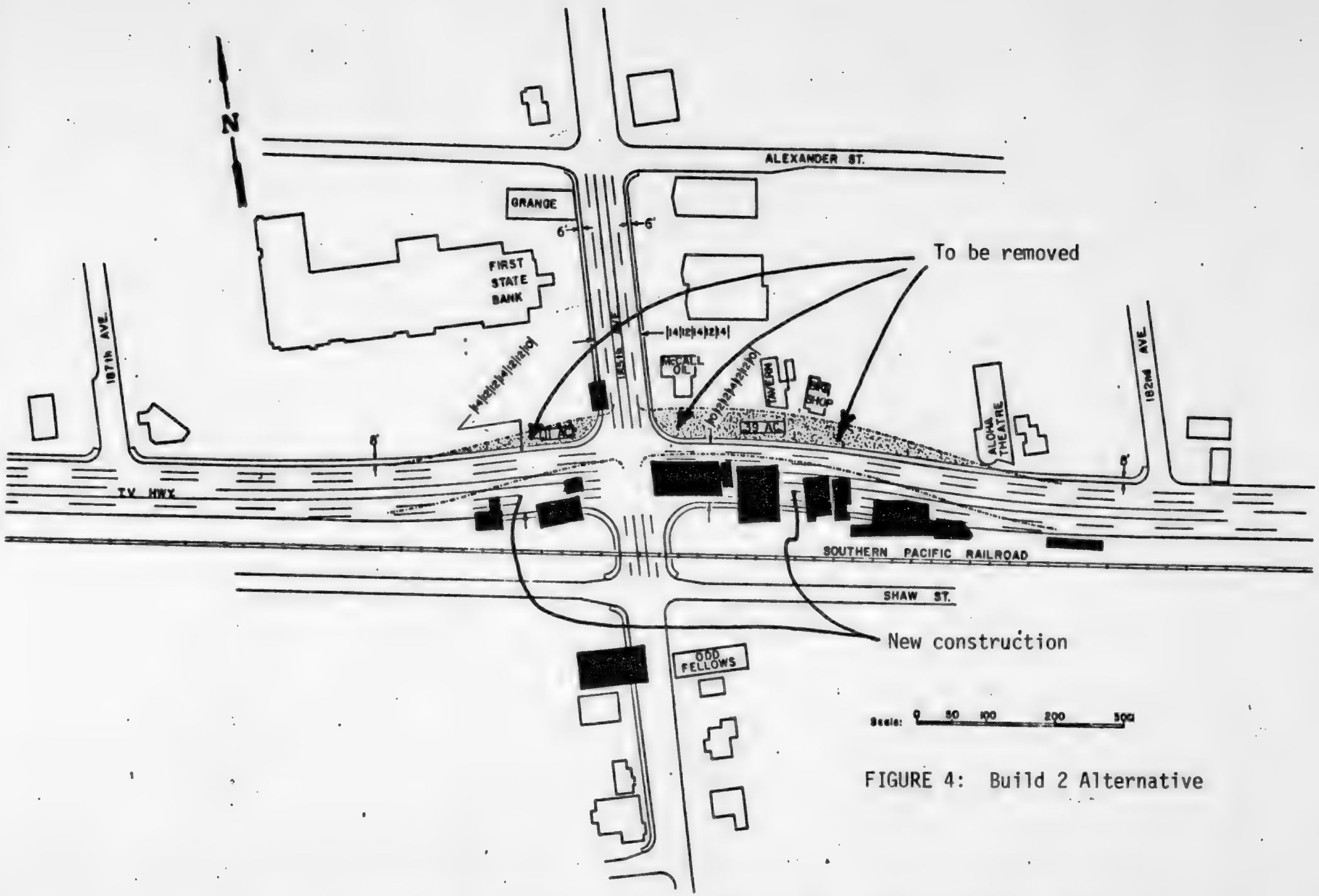


FIGURE 4: Build 2 Alternative

NOTE: Blacked-out buildings are those businesses to be acquired by the state.

Alexander Street between 185th Avenue and S.W. 187th Avenue is strictly commercial. The north side of this section is strictly residential. Along 187th Avenue between Alexander Street and the T.V. Highway, land use is residential on the west and commercial on the east. One commercial building is located on the north west corner of the intersection of 187th Avenue and the T.V. Highway.

Commercial property is adjacent to the north of the T.V. Highway east of 182nd Avenue. South of the railroad tracks is residential housing. These houses are approximately 180 feet from the centerline of the highway.

West of 187th Avenue to the end of the project is commercial property on the north and both residential and commercial property on the south of the T.V. Highway. These properties are also approximately 180 feet from the centerline of the highway.

Traffic Noise Impact Criteria

A noise standard governing the evaluation of traffic noise is provided by the Federal Highway Administration through the Federal-Aid Highway Program Manual 7-7-3 directive. It contains two methods by which traffic noise impacts can be determined. These are discussed below.

A. Design Noise Levels

The directive has established design noise levels according to various types of land use (Figure 5). These design noise levels are based upon the L_{eq}. The L_{eq} level is a statistical descriptor that reflects an equivalent continuous sound level which would contain the same sound energy as time varying sound of the same duration. An Leq is measured in decibels with an A-weighted frequency response. Decibels with the A-weighting (dbA) closely match the hearing characteristics of the human ear. Activity Categories B and C are of concern to this project since they apply to both commercial property and private residences.

The design noise levels are compared with the worst traffic noise condition. Traffic noise projections are made with the FHWA highway noise prediction model. This model computes noise levels using traffic volumes, vehicle speeds, and the roadway-receptor geometry. Traffic noise impacts are determined when the projected noise levels exceed the design level for the land use activity category under consideration.

B. Noise Increase Criteria

The directive also requires that traffic noise impacts be based upon the existing noise levels. These noise levels are composed of all sounds present at a particular location. This includes all natural and man-made sounds. When predicted traffic noise levels exceed the existing levels by 10 dbA, traffic noise impacts are assumed to occur.

Noise measurements are also used to calibrate and verify the highway noise prediction model. If the variables of the measured site are put into the model, and the prediction agrees with the measured noise level, then the model is assumed to be valid without any corrections.

FIGURE 5: *DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIPS* 1/

Activity Category	Design Noise Levels - dBA 2/ $L_{eq}(h)$	$L_{10}(h)$	Description of Activity Category
A 3/	57 (Exterior)	60 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B 3/	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	--	For requirements on undeveloped lands see paragraphs 11a and c.
E 4/	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

1/ See Paragraph 8 for method of application.
2/ Either L_{10} or L_{eq} (but not both) design noise levels may be used on a project.
3/ Parks in Categories A and B include all such lands (public or private) which are actually used as parks as well as those public lands officially set aside or designated by a governmental agency as parks on the date of public knowledge of the proposed highway project.
4/ See Paragraphs 8c, d, and e for method of application.

Existing Sound Environment

The sound environment that currently exists in the project area is heavily dominated by the traffic along the T.V. Highway and along S.W. 185th Avenue. When the noise measurement was taken, no sound other than traffic was heard. The microphone was located on the north side of the T.V. Highway, 50 feet from the centerline of the near lane and 75 feet west of S.W. 182nd (Figure 2). Results of the study are listed in Table 1.

Table 1: Existing Sound Environment (L_{eq} dbA)

Traffic (veh/hr)			Receptor	Speed	Leq	Leq
Auto	MT	HT	Distance (ft)	(mi/hr)	Measured	Predicted
1463	71	50	50	35	71	71

Traffic Noise Analysis

Traffic noise impacts were determined through the use of the FHWA Highway Noise Prediction Model (FHWA-RD-77-108). A flat, at-grade roadway which was infinite in length was assumed.

The model was calibrated using the data taken during the existing noise measurement. No difference was observed between predicted and measured noise levels (See Table 1). Therefore, no adjustments were made to the model predictions. Prediction results were rounded off to the nearest whole number and are listed in Table 2. The noise receptors studied are shown in Figure 2.

The results of the analysis are given in Table 2. Those receptors listed are the only impacted receptors in the project area. No other receptors are impacted by traffic noise.

Noise Abatement Measures and Recommendations

All feasible forms of noise mitigation must be considered when impacts are predicted. The Federal-Aid Highway Program Manual 7-7-3 describes these alternative forms of mitigation as "prohibition of certain vehicle types, time use restrictions for certain vehicle types, modified speed limits, exclusive lane designations, traffic control devices, or combinations of such measures". These shall be individually addressed in the following text.

Table 2: Predicted Traffic Noise Levels (L_{eq}, dbA)

Predicted Noise Levels

Receptor*	1980	2000 N.B.(1)	2000 B1(2)	2000 B2(3)	DNL(4)
1	69	71	71	71	67
2	69	72	72	--	72

* See Figure 2 for location of receptors.

(1) Year 2000, No Build Alternative

(2) Year 2000, Build 1 Alternative

(3) Year 2000, Build 2 Alternative

(4) Design Noise Level

To have a vehicle type prohibition along the T.V. Highway would be contrary to the purpose of the highway. Through traffic would be slowed down due to out-of-direction travel through this area. Noise levels on the surrounding streets would also increase due to increases in traffic volumes.

A time use restriction would have almost no effect on noise levels. The largest contributor to the noise level is the traffic along the links studied. It would not be feasible to place a time use restriction on traffic. Restricting times of truck use, while possible, is probably not necessary. Truck use is basically during the daytime hours and is very limited at night. Therefore, the time use restriction is not deemed feasible.

Exclusive lane designations would not function properly at the intersection of 185th Avenue and T.V. Highway because of the need for left-turn lanes and the weaving necessary at an intersection.

This is an area of uncontrolled access. It would be impossible to control the traffic flow and still maintain proper service to businesses as well as stay within the scope of the project. The signal and roadwork being proposed is intended to improve the safety as well as the flow of traffic through the intersection.

A noise barrier at the impacted receptors would mitigate the noise. However, access to the sidewalks and the street would be cut off from the front of the buildings. Additionally, the barriers would have to be built adjacent to the impacted buildings. The FHWA Barrier Design Handbook (FHWA-RD-76-58) advises against this type of design since views from the buildings would be impaired. A barrier, then, is not feasible.

Since neither of the impacted buildings are public institutions, architectural mitigation (insulating the building for noise) at these two locations is not possible.

Mitigation of noise for the two impacted receptors is not feasible by any of the methods currently available. Therefore, no mitigation is recommended.

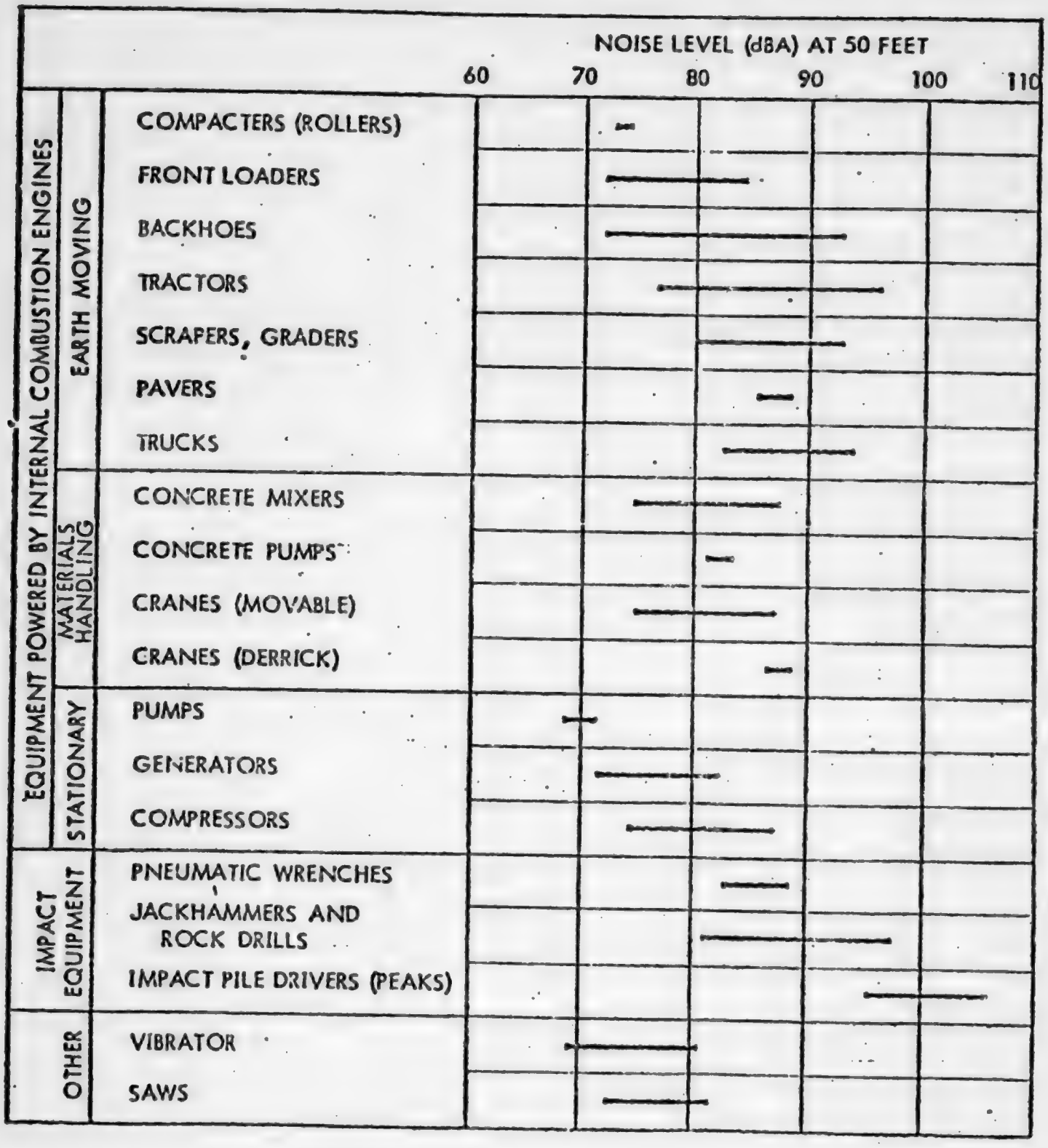
Construction Noise Impacts

Areas adjacent to the project will be subjected to noise from construction equipment. Figure 6 shows typical ranges of noise levels for various pieces of equipment at a distance of 50 feet. As can be seen from the figure, any receptors adjacent to the work area will be exposed to high noise levels during construction. Even though these noises are temporary, they can be quite annoying. To minimize this possibility, the following construction noise abatement measures can be included in the project construction specifications:

1. Time constraints will be placed on construction activities. These constraints will be from 10:00 p.m. to 6:00 a.m. on weekdays, from 10:00 p.m. Saturday to 6:00 a.m. the following Monday (weekends), and on all legal holidays.

Figure 6

Construction Equipment Noise Ranges



2. All equipment used in commercial activities shall have sound control devices no less effective than those provided on the original equipment.

3. No equipment shall have an unmuffled exhaust.

4. All equipment used in commercial construction activities shall comply with pertinent standards of the U.S. Environmental Protection Agency.

Should a specific noise impact complaint occur during the construction of the project, the following noise mitigation, if applicable, may be implemented at the discretion of the resident engineer.

1. Stationary construction equipment can be located as far from nearby noise sensitive properties as possible.

2. Shutting off idling equipment can be required.

3. Noise construction operations can be scheduled near the middle of the day.

4. Nearby residents can be notified whenever extremely noisy work will be occurring.

5. Permanent or portable acoustic barriers can be used around stationary construction noise sources.

Land Conservation and Development Commission Statewide Planning Goals and Guidelines

The air, water, and land resources quality goal is to maintain and improve the quality of the air, water, and land resources of the state. "Waste and process discharges" threaten to violate applicable state or federal environmental quality statutes. Since there is only one applicable federal or state noise standard, the FHWA FHPM 7-7-3 directive; and the project has been developed in accordance with the directive, the project is consistent with the LCDC goals.

Another section of the LCDC goals that pertains to environmental resources which can be analyzed with respect to air sheds and river basins states that discharges shall not (1) exceed the carrying capacity of such resources, considering long-range needs; (2) degrade such resources; or (3) threaten the availability of such resources. Noise (or quiet) is not a resource which is analyzed or inventoried by geographic boundaries such as air sheds or water basins. Therefore, no noise assessment will be made regarding the LCDC goal.

Local Coordination and Notification

A copy of this report will be sent to Washington County. Future land use planning, zoning ordinances, and building permit approvals should take cognizance of the noise levels which are predicted, so as to eliminate or minimize future noise conflicts.

APPENDIX A

TRAFFIC DATA

Project: TV Hwy
Location:
Alternative:

ODOT - METRO
Traffic Data for Air and Noise Analysis

f	Section	Year	Average Daily Vol.	Average Daily Truck	Average Daily Spd MPH	Maximum Daily Vol. % ADT	Maximum Daily Truck	Maximum Daily Spd MPH	Peak Hour Vol.	Peak Hour Truck (17 Hr)	Peak Hour Spd MPH	Avg. Hour-Pk. 8 Vol. % ADT	Avg. Hour-Pk. 8 Truck	Avg. Hour-Pk. 8 Spd MPH	Peak Truck Hour Vol. % ADT	Peak Truck Hour Truck	Peak Truck Hour Spd MPH
	TV Hwy 192ND – 185TH	1980	25.75	555	35				2505	3/41	25	6.65	35	32	4.88	(55)	35
		B 2000	14.75	360	35				3650	5/61	22	7	70	30	4.9	100	35
		NB 2000	14.5	955	35				3695	5/61	25	7	70	32	4.9	100	35
1)	TV Hwy 185TH – 185TH	1980	25.91	545	35				2305	4/1	25	6.68	35	32	4.68	45	35
		B 2000	44.8	945	35				3235	5/61	22	7	60	30	4.7	80	35
		NB 2000	44.9	945	35				3225	5/61	25	7	60	32	4.7	80	35
1	185TH AVE TV Hwy – SUNSET	1980	11.4	65	25				915	1/0	20	6.77	5	23	5.03	6	25
		B 2000	17.4	105	25				1110	1/0	18	6	6	22	4.5	9	25
		NB 2000	19.1	115	25				1340	1/0	20	7	8	23	5.1	11	25
5)	155TH AVE TV Hwy – ALEXANDER	1980	10.8	65	25				935	1/0	20	7.02	5	23	4.57	6	25
		B 2000	17.3	105	25				955	1/0	18	6.5	7	22	3.9	8	25
		NB 2000	18.1	110	25				1470	1/0	20	7.2	8	23	4.5	10	25

Analyst: CM

Project: TV @ 185TH
Location:
Alternative:

ODOT - METRO
Traffic Data for Air and Noise Analysis

Ref	Section	Year	Average Daily Vol.	Average Daily Truck	Average Daily Spd MPH	Maximum Daily Vol. % ADT	Maximum Daily Truck	Maximum Daily Spd MPH	Peak Hour Vol.	Peak Hour Truck	Peak Hour Spd MPH	Avg. Hour-Pk. 8 Vol. % ADT	Avg. Hour-Pk. 8 Truck	Avg. Hour-Pk. 8 Spd MPH	Peak Truck Hour Vol. % ADT	Peak Truck Hour Truck	Peak Truck Hour Spd MPH
③	182ND AVE TV HWY ALEXANDER	1980	1600	25	20				135	1	20	8.1	2	20	3.6	2	20
		B 2000	1900	30	20				160	1	20	7.9	2	20	3.6	2	20
		N.B 2000	2150	35	15				210	1	15	8.6	3	15	3.9	3	15
④	ALEXANDER 182ND - 185TH	1980	2610	40	20				230	1	15	7.4	3	20	5.3	3	20
		B 2000	3100	45	20				270	2	15	7.2	3	20	6.2	4	20
		NB 2000	4000	60	15				350	2	15	7.9	3	15	5.6	6	15
⑥	ALEXANDER 185TH - 187TH	1980	2780	40	20				235	1	15	7.2	3	20	5.9	3	20
		B 2000	2800	40	20				240	2	15	7.0	3	20	5.7	4	20
		NB 2000	4100	60	15				350	2	15	7.7	3	15	6.1	6	15
⑦	187TH AVE ALEXANDER - TV HWY	1980	1600	25	20				135	1	20	8.1	2	20	3.6	2	20
		B 2000	1610	25	20				140	1	20	7.9	2	20	3.6	3	20
		NB 2000	2300	35	15				200	1	15	8.6	2	15	5.9	3	15

Analyst: GGT

10,128

TV Highway @ SW 185th Avenue
Tualatin Valley Highway
Washington County
Prefix 34-1990
Earl C. Purdy, Resident Location Engineer
January 1980
ALTERNATE #1

PURPOSE AND HISTORY

The purpose of this survey is to prepare plans, specifications, and environmental documents, if required, for the improvement of the subject intersection. The primary improvement goal would be to allow signal controlled left turns from the Tualatin Valley Highway onto 185th Avenue.

SW 185th Avenue is the only through arterial connecting the large suburban area of Aloha to the Tualatin Valley Highway (TV Hwy). 185th Avenue also intersects with Farmington Highway 1.3 miles south and to the Sunset Highway 3.3 miles north.

CAC and TAC recommendations are to study two build alternatives. Alternate One, the subject of this report, confines the intersection improvements to an expanded 90-foot right-of-way on 185th and the existing 80-foot right-of-way on the TV Hwy. Alternate Two consists of a realignment of the TV Hwy and requires extensive additional R/W.

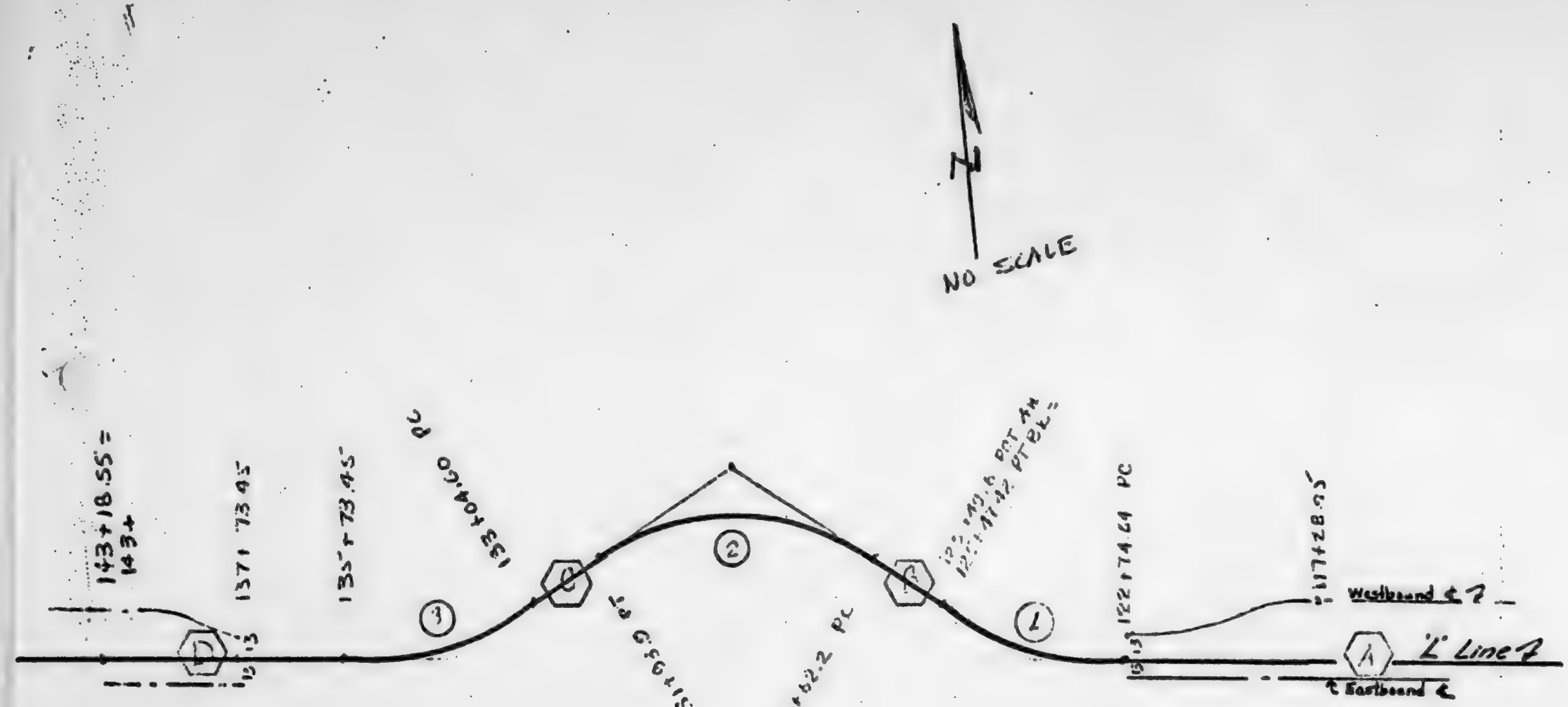
MAPPING AND CONTROL

The Detail Map is photogrammetrically compiled using National Geodetic Vertical datum of 1929, local datum plane coordinates (Oregon Coordinate System), and Oregon State Grid North Zone Bearings. All field measurements taken were tied to the map control using a Wild T16 theodolite with E.D.M. and a Zeiss self-leveling level.

HORIZONTAL ALIGNMENT

The centerline of 185th Avenue, 'W' Line, was established from the property corners found along 185th. A station of 10+00 was assumed for a point opposite the property corner at the northeast corner of 185th and Alexander Street. Stations increase to the south.

'L' line, paralleling or coincident with the R/W centerline of the Tualatin Valley Highway, was established using reference points that were set following the 1955 reconstruction of the TV Hwy. Three R/W maps used for reference in establishing centerline were 2B-20-2 (1929), 5B-22-11 (1939), and 7B-30-11 (1955). Discrepancies among the three maps, obvious map errors, and differences between "on the ground" reference points and map distances contributed to difficulty in establishing the centerline. 7B-30-11 was used for all data, with exceptions, since it agrees with the 1955 construction plans (5V-208) and with the field notes. It should be noted, however, that map 7B-30-11 curve No. 3 (see sketch map on following page), lists erroneous data. The six degree curve listed has an incorrect 't' value (180.5 vs. 135.34) and an incorrect P.C. station (133+02.6 vs. 133+04.6).



℄ Line = R/W ℄ See R/W Dwg 7B-30-11

'L' line is the existing R/W centerline only between station 122+74.64 and station 137+73.45. Station 110+00 to 122+74.64 and station 137+73.45 to 145+00 L line is 13 feet right (northerly) of the eastbound R/W centerline. (See sketch map.) All ties and cross sections were taken from the L line.

L-1 line as shown on the Detail Map is a projected line (has not been staked) and is necessary to allow the proposed roadway section to be carried easterly and westerly until sufficient width is reached for matching. (See ROADWAY SECTION paragraph.) Right-of-way purchases are proposed from the L-1 and W lines.

The following sub-narrative explains the methods used in correlating the erroneous map data, field references, and on-the-ground actually measured values (see sketch map):

Tangent A was set from 1955 references at station 110+00 and 115+00. Curve No. 1 PC and PI set from these. Tangent B was set from references at 125+47.42 and 126+52.2; the resulting tangent intersects with the previously set PI No. 1 but is not positioned for correct stationing. Central angle (delta) for curve No. 1 checked so line ran to station 126+52.2 (corrected position). Set PI curve No. 2. No references available for tangent C. Set Tangent D from references at station 137+73.45 and 143+18.55 then set PI curve No. 3. Measured delta, curve No. 3. at 16°08'50" (record 16°08'00") and tangent C distance of 524.38 (record 524.4). Set curve points along tangent C using record "t" distances. Measured delta, curve No. 2 at 32°31'20" (record 32°30'00"). Completed running centerline through curve 2 and 3 to station 135+73.45 with bearing discrepancies distributed on curves. The discrepancies result in an absolute potential error of 0.1 foot and the line as staked agrees as closely as possible with all available monuments.

ROADWAY SECTION AND BASE DESIGN

The roadway section for 185th, W Line, calls for a 14-foot turning lane (median), four 12-foot travel lanes with additional 2-foot curbside shy, and six-foot concrete sidewalks adjacent to the curbs. This section will provide a level of service 'D' (rush hour) if the configuration as proposed is built. The median and northbound lane widths south of Shaw Street were reduced to minimize R/W impacts. As future expected improvements to 185th occur in this area, the section would match the full width dimensions.

North of the TV Hwy intersection, the W Line roadway must be shifted two feet easterly to reduce roadway encroachment to the Grange Hall at station 'W' 11+00. The Roadway centerline shift will taper between station 11+00 and station 'W' 14+12.27. The sidewalk will abut the main Grange building so the entry porch will have to be removed. This shift is the result of Washington County's request as they feel that further damaging the Grange would exceed the economic considerations for the 185th improvement.

No changes to the R/W centerline, W Line, are planned.

The existing 185th section is a narrow two lane rural type roadway with extreme congestion at the intersection which is further compounded by railroad traffic.

The section for TV Hwy, L line, would have the same lane dimensions as W line except for 7-foot sidewalks. The existing section has four 11-foot lanes, a 4-foot median median, an 8-foot parking strip on each side, and 8-foot sidewalks. To achieve the proposed section the existing curbside walks are to be reduced to seven feet wide and the parking strips used for median and travel lane widening. Actual widening of L line is two feet, one foot each side. Parking lost with this section is 13 spaces east of 182nd Ave. on the right, 14 on the right between 182nd and 185th, and 16 spaces on the left, 182nd-185th. West of 185th there is no existing curbside parking.

Curb radii at the intersection represent the minimum radius needed by Tri-Met buses to turn right from a 14-foot lane using both successive lanes. Most other large vehicles will turn within similar dimensions.

The existing roadway crown was originally a standard 2% crown. Subsequent overlays have increased the crown in places to 4%. Extensive pavement removal, with doubtful benefits, would be required to restore the cross slope to a uniform super while matching the existing sidewalk for a top of curb grade. It is recommended to confine all roadwork, L line, to a strip of a minimum workable width, i.e., 8-foot minimum. Finish grade would match the existing at each side of the work. (See Typical Section.)

The base design provided by the Location Section calls for 5 .5 inches of asphaltic concrete (including 1.5 . inches of future final application) and a Cement Treated Base of 9 inches on 'W' line and 11 inches for L line. Where the existing W line pavement is incorporated a 2-inch asphaltic concrete overlay is proposed. No overlay is recommended for L line as existing adverse super would be increased.

BIKEWAYS

The inclusion of a designated bikeway on the TV Hwy portion (L line) is not feasible without additional R/W which would increase costs and environmental impact. The proposed L line section was approved by the TAC without bikeway designations for the following reasons:

1. TV Hwy not designated by Washington County Comp ehensive Plan;
2. Bikeways east or west of project along south side, if constructed, would have to encroach on railroad R/W;
3. Alternate routes available on paralleling streets one block away, viz., Alexander Street and Shaw Street;
4. Use of 7-foot sidewalk as dual purpose pedestrian-bikeway is unsafe because of utilities and building entrances.

The W Line section on 185th would designate the 6-foot sidewalk as a combination pedestrian-bikeway since all utilities are moved out of walk and there would be no building entrances directly onto the walk.

MATERIALS (Earthwork and Surfacing)

Of the 2,900 C.Y. of general excavation, approximately 2,700 C.Y. is excess. No provision has been made for on-site disposal, however, rapid urbanization requiring site fills in the general area will undoubtedly offer a means of disposal. (See paragraph on Removal of Structures and Obstructions.)

Commercial sources are assumed for the approximate 3,500 tons of base and 2,900 tons of asphaltic mixtures. (Refer to Soils and Geology Report in Supporting Data and BASE DESIGN paragraph).

Concrete work, involving curbs, walks, drives, and incidental structures will require about 468 C.Y. of commercially acquired concrete.

DRAINAGE

A complete drainage study was not done due to the nature of the project; i.e., road widening with drainage outfalls into existing storm sewers of minimal size. The existing storm drain system functions adequately except at station L 128 left and station L 132+50 left where drainage corrections are planned.

The L line curb moves 1-foot outward so type CG-2 inlets are planned as replacements for the existing type G inlets. Removal of existing inlets without disturbing the existing storm sewer is necessary. CG-1 inlets are adequate for new installations such as on the W line.

Extra work is anticipated to correct unknown drainage problems such as plugged culverts. Cost estimates are included as a part of the "contingencies."

STAGE CONSTRUCTION (Refer to Sketch--Next Page)

TV Highway Stage Construction:

By use of signs, cones, barriers, and flagmen when necessary, one lane in each direction may be closed, providing a work area for the roadwork which varies from 9 to 20 feet wide.

185th Stage Construction

The existing 24-foot paved roadway must remain open to traffic causing adjacent Cement Treated Base (CTB) construction to be impractical during the initial (one side) widening. The grading for initial (Stage I) widening can be done with one-way, flagman controlled traffic in short sections on a daily basis. Surfacing for Stage I must be Plant Mix Bituminous Base (PMBB) to eliminate lengthy delays for cure time, etc. Once Stage I surfacing is brought to the level of the in-place existing roadway,

two-way traffic can be moved onto the Stage I side (33' wide) leaving ample room for the opposite side, Stage II construction, using the less expensive CTB section. The PMBB could also be used, although more costly, in the taper sections.

UTILITIES (See Utilities Engineers report following Narrative)

Pole lines along TV Hwy (L Line) must in some cases be moved outward slightly. The existing poles are within the 8-foot sidewalk area which will be narrowed to a 7-foot sidewalk. Any adjustments must be confined to the proposed 7 foot walk unless they are moved to a separate easement.

Unified Sewerage Agency manhole adjustments are included in the contract items as per their request.

RIGHT OF WAY (See R/W Agent's Report following Narrative)

Twenty-one parcels of R/W totaling one-half acre are needed. In addition construction easements or permits are needed to allow the construction of driveways and fill slopes. The proposed easements for slopes are shown on the Detail Map, however, the construction permits are not shown as driveway locations remain tentative until construction time.

Two discrepancies should be noted concerning property boundaries: (1) the Assessor's map shows a 25-foot half R/W width left of station W 11+30 to W 12+50. The deed dedicating the 45-foot half R/W immediately north describes everything to the south line of tax lot 3900 (station W 12+50). (2) Tax lot 2000 left of station W 16+10 to W 16+35 is actually within the existing Shaw street. The ownership and status of this property (Southern Pacific Transportation Co.) should be investigated further.

RAILROAD

The Southern Pacific Railroad line parallels the TV Highway crossing 185th. The project includes railroad drop gates on W line that are intertied to the main intersection 8-phase Signal. Costs were provided by the Railroad Engineer (O.D.O.T.), Roger Trygstad. The actual crossing design is not shown on the Detail Map.

SIGNALS

The present 2-phase signal at the intersection of L and W lines (T.V. Hwy. and 185th) is to be removed and replaced by an 8-phase signal intertied to the railroad gates and provided with a pre-emption device for the local fire department (Note: the fire department station is presently located at the corner of SW 185th and Blanton St. but expects to be relocated by construction time).

The much wider section on W line will require the design of new signal poles, controller location and traffic sensor loops.

SPECIAL PROVISIONS (Contract Items)

(Item No. 2) TEMPORARY PROTECTION & DIRECTION OF TRAFFIC

Washington County was consulted about the feasibility of detouring 185th traffic around the work area. The closing of 185th is not recommended because the nearest railroad crossings are 0.7 mile easterly and westerly of 185th at SW 170th Ave. and SW 198th Ave.

An alternate method of staging the TV Hwy construction is possible (see stage const. paragraph and typicals and estimate calculation sketches) when only one side is being constructed. By adequate striping and signing the four lanes may be moved to curbside using the existing parking area. The remaining 16-foot work area on one side would be delineated as proposed in sketches.

(Item No. 6) CLEARING AND GRUBBING (C & G)

The C & G involves numerous small areas of grasses, lawns, and landscaped areas and about seven trees over eight inches in diameter. The landscaped areas are left of station W 10+50 to 12+50 and right of station L 132+90 to 133+50 and station L 136+00 to 139+50. Costs of replacing landscaped areas are included in the R/W costs. See following paragraph concerning disposal.

(Item No. 7) REMOVAL OF STRUCTURES AND OBSTRUCTIONS (R S & O)

Extensive R S & O includes the removal of about 5,800 lineal feet of concrete curb, 680 Sq. Yd. of concrete walks and drives, 14 inlets and grates, several culverts, and numerous traffic signs and business signs in the new R/W parcels.

There are no feasible on-the-job sites for disposal of any of the C & G or R S & O material. A public landfill is located about four miles west near Hillsboro.

(Item No. 8) DITCH EXCAVATION

Ditch excavation is needed to correct a non-functioning storm drain left of station 132+50 to 137+50. This material, containing oily run-off from service stations, is not suitable for distribution at any of the embankment areas.

(Item No. 9) GENERAL EXCAVATION. See Materials Paragraph.

(Item No. 12) WATERING

Only about 4 M-gallons of water is needed for processing the aggregate base and embankment quantities. This item should be included in a contract as incidental to its related construction. Possible water sources are Beaverton Creek, about one mile north of the job site; Wolf Creek Highway Water District hydrants on the job; and at the commercial source of the aggregate.

(Item No. 31) CONCRETE CURB TYPE A

No allowance was made for sidewalk quantities where curb construction is made adjacent to existing sidewalks. If a saw cut on the existing concrete walk and subsequent vertical cut to the subgrade cannot be done, allowance should be made in the contract to permit payment of a sidewalk and/or driveway replacement.

(Item No. 33) ADJUSTING MANHOLES

The manholes to be adjusted include four USA sanitary sewer manholes and one storm sewer manhole. USA has requested that their adjustments be included in the roadwork; funding to be adjusted accordingly (see UTILITIES paragraph).

Unit costs were provided as follows:

Item 1 -34 & 36,	Bruce Walton, Cost Analyst
Item 35,	Bill Beard, Sign Design Engineer
Item 37,	John Irwin, Traffic Section engineer
Railroad Work,	Roger Trygstad, Railroad and Utility Engineer

34-1996

Department of Transportation
METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone: 238-8243

June 5, 1979

RECEIVED
STATE HWY ENGR
JUN 6'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sp | Jd | Fin

Francis C. McKenna
8145 N. Fox Street
Portland, OR 97203

Subject: 185th and T.V. Highway
182nd - 187th
Washington County

The subject project has been approved for "preliminary engineering" only, at this time. Due to the heavy workload on our staff, we do not anticipate starting this project until August-September, 1979.

We will be looking at possible solutions to the problem of traffic congestion and turning movements. One solution is to realign the T.V. Highway (eliminating the curve) and construct left-turn lanes to 185th. Another solution would be to keep the existing alignment, and widen the curbs within the existing right-of-way to accommodate the new left turn lanes. An eight-phase signal will be considered with both plans.

After the preliminary engineering has started, and we have some sketch maps to display, a public meeting will be held in the affected area (as near as possible) to find out the ideas and concerns of the community. From this meeting, we hope to establish the Citizens Advisory Committee for this project. Their primary purpose will be to work with the Oregon Department of Transportation in identifying areas of concern and public attitudes.

The magnitude of the project is such that a draft and final environmental impact statement will be prepared.

The estimated cost of the project is anticipated to be between $600,000 and $1,500,000, depending on which alternative is chosen.

The anticipated date for beginning construction is late fall of 1982, with completion the following year (1983).

If you have further questions, do not hesitate to call me at 238-8243. Your name will be placed on my "interested parties" list and you will receive such information that will be sent out from time to time.

Bob Heard
Bob Heard
Project Coordinator

BH/PE

cc: D. R. Adams, J. D. McClure, M.J. Klotz, E. L. Hardt, H.S. Coulter
M. Borresen, City Editor, Hillsboro Argus, 150 S.E. Third Ave.

Form 734-3122

April 4, 1979

Washington County Board of Commissioners
Courthouse
Hillsboro, OR 97123

Attention: JoAnn Johansen
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 6879

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the Tualatin Valley Highway at S.W. 185th Avenue Section.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Gerald Wimer (agreement attached)

Form 81-734-3039 10,128

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Tualatin Valley Highway @ SW 185th Ave. Date March 28, 19 79

Highway Tualatin Valley Authorization No. 1-Revised

County Washington Survey Prefix 34-1990 (Assigned by Salem office)

Description of termini, route, length, etc.:

Intersection is located in Aloha, Oregon on the Tualatin Valley Highway, West of Beaverton. Overall length is 0.70 mile.

Proposed: Realign and widen Tualatin Valley Highway, provide for Channelized intersection and signals to be revised and intertied with R.R.

Purpose of survey: State to perform field survey, prepare environmental documents, plans, specifications, estimate of cost and complete PS & E.

County to assist in citizen involvement and hold required hearings.

IX-32(7)
2-8-79

Estimate of cost:

Field Survey	901	40,000	Utility	914	1,500
Citizen Part.	902	10,000	Photogrammetry	916	2,000
County	903	500	Location & Hyd.	918	1,000
Final Design	905	5,000	Engr. Graphics	919	500
R/W Descript.	909	2,000	Specifications	921	1,000
Soils & Geol.	910	500	Adm. Serv.(engr.)	922	100
Traffic	911	4,000	Environmental	923	45,000
Liason	913	1,000	Hearings	980	1,000

Funding: e(4)
Category: II

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 115,100
Previous authorization	28,000
Additional authorization requested	87,100
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Signed by Ewen
Field Engineer

Recommended for Approval:

Signed by Klotz
Regional Engineer

Recommended for Approval:

Frank E. Turpin
Location Engineer

Approved:

D. Lantz
Assistant State Highway Engineer

5P*19760-734

10,128

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-14-79	CC 1985		34-1990-297

BILL TO: Code:

Washington County
Administration Building
150 First N.

Hillsboro, Oregon 97123

Attn: John Crockett, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the Advance Deposit on Preliminary Engineering on TV Hwy. @ S.W. 185th Avenue. IX-32(7)			

Advance Deposit Amount	$ 16,600.00
Advance Deposit Previously Transferred to Highway Fund	$ - - -
Balance	$ 4,000.00
Transfer to Highway Fund	$ 12,600.00
Refund Due	$
Partial or final request for billing	Partial
Number of the previous request in connection with this service.	

Amount Due . . . . . $

Submitted by:

Fred Hildebrandt

F. Hildebrandt

Approved:

SP*35736-734

10,128

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
BILL BLOOM
VIRGINIA DAGG
DAVID FROST
RICHARD C. HEISLER

January 25, 1979

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

MA PDM PDE TSE SPC
ODOT - METRO
JAN 29 1979
AM PPS FILE E/A

Jon Rose
Federal Aid Coordinator
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Re: T.V. Highway at 185th Avenue Agreement

Dear Jon:

In talking with Don Adams this morning, we discussed writing an agreement for this project on the preliminary engineering only. Until we complete P.E., we don't know what the project will involve. If the major portion of the right-of-way and construction costs are on T.V. Highway and the costs overrun, the proposed agreement states the county will pay 100% of the cost. We feel this is a little too much to ask of us. On the other hand, the project could end up re-building 185th Avenue at the intersection and leaving T.V. Highway as it is with minor changes. In this case we <u>should</u> be paying the local share and any overruns.

To keep the project simple at this time, we feel it best to have an agreement for P.E. only now, and then write a supplemental agreement for right-of-way and construction at a later date.

As soon as we sign the new agreement, we will submit the local share cost of the P.E.

Sincerely yours,

Michael A. Borresen
Project Development Engineer

From Metro JON ROSE	Date 1/29/79
[redacted]	
[redacted] Traffic Region 1	

Comments: Please prepare an agreement for PE only. County doesn't want to commit money for construction until PE is far enough along to determine how elaborate the project will be.
Jon Rose

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
JAN 30 1979

TAA Holmes File: PM FA LG OP

10,128

January 10, 1979

Washington County
150 N. First Avenue
Hillsboro, Oregon 97123

Attn: Michael A. Borreson
Services Division Engineer

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Tualatin Valley Highway at S.W. 185th Avenue, Interstate Transfer project.

Financial sharing of the preliminary engineering is:

Total P.E.	$116,500
Federal Funds	99,900
Balance	$ 16,600

Local Share:
$16,600

Please make your check in the amount of $16,600 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

for Gerald W. Wimer
Local Government Manager

GEZ:dmc

bc w/AD#574: Vern Skoog-Please return completed AD#574 when check is received.
Jon Rose

November 16, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Interstate Transfer Project Requests

On the Consent Calendar for the November 28 meeting will be nine requests for approval of projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway.

Gladstone submitted three requests. 1) A $127,500 project to widen and improve a 0.76 mile segment of Webster Road, 2) a $50,000 project to signalize the intersection of S.E. 82nd Drive and Oatfield Road, and 3) a $10,000 project to widen Webster Road at Swanson Loop for transit vehicles and riders, have been requested.

Two requests were received from Milwaukie. One is for a $117,000 project to widen and channelize the intersection of Harrison Avenue and 32nd Avenue and install traffic signals, the other is for a $116,000 project to realign 34th Avenue and Oatfield Road at Lake Road and signalize the intersection.

Portland is requesting a $433,200 project consisting of a series of small projects, mainly at intersections, on a 4.55 mile segment of S.E. Division Street.

Clackamas County submitted two requests. One is for a $39,000 project to widen the existing roadway and realign curves on Thiessen Road, the other is for a $62,000 project to widen both sides of Jennings Avenue to accommodate pedestrian and bicycle traffic.

The request from Washington County is for a $1,500,000 project to straighten the Tualatin Valley Highway between S.W. 182nd Avenue and S.W. 187th Avenue, and install an eight-phase signal at the intersection of Tualatin Valley Highway and S. W. 185th Avenue.

Interstate Transfer funds for these projects are estimated at $2,086,495, with Local Government providing all of the required $368,205 of local match.

These projects have been investigated and are eligible for funding. I recommend your approval of the projects and request authorization to sign the necessary agreements for and on your behalf.

Attachment

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. M. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
D. N. Harwell
George Bell

WASHINGTON COUNTY
Proposed Interstate Transfer Project

Tualatin Valley Highway (FAP 32) at
S.W. 185th Avenue
Grade, Pave, Signals, Signing and Striping
0.68 miles
$1,500,000

This project entails all the work and costs to straighten the Tualatin Valley Highway between S.W. 182nd Avenue and S.W. 187th Avenue and provide left-turn refuges at S.W. 185th Avenue. A fully actuated 8-phase signal will replace the existing 2-phase signal. The existing crossing of the Southern Pacific Railroad will be widened.

Substantial amounts of right-of-way will be required and will be included in the participating costs of the project.

State will perform the preliminary and construction engineering.

78-h
11-15-78

PROPOSED PROJECT
FAU 9070
FAU 9043
FAU 9055
FAU 9124
FAU 9037
FAU 9030
FAU 9034
FAU 9049
FAU 9040
FAU 9064
FAU 9112
FAS A674
FAP 32
ALOHA
BEAVERTON
TUALATIN
TOBIAS
JOHNSON
BASELINE
BRONSON
WILLOW
STACEY
BUTTERNUT
TARA
HERITAGE
PIONEER RD
STARK
SALIX RIDGE
BURNER OAKS RD
CONCORD
GEORGETOWN
LIBERTY
BOLIVAR CT
MENNIG CT
WILLOW CREEK
XERXES
VISTA
ROCKLOR
YORK ST
AUGUSTA CT
IMPERIAL
SANDRA CT
REGAL CT
MELMORE
ALEXANDER
TRELANE ST
ALOHA CT
ARBORCREST
HERITAGE CT
NYSSEN ST
BLANTON
RACHELLE CT
TAMMY CT
CASCADIA
SHELLY CT
PIKE
WEDGEFIELD LN
WESTWOOD
VINCENT
FLORENCE
SOUTHVIEW
ALOHA HIGH SCHOOL
ALOHA PARK SCH
ST MARYS HOME FOR BOYS
LUDWIG ST
WASHINGTON CT
MADELINE
DELINE
ROSA
ELLERSON
WRIGHT
OAK
MURRAY
CHESHIRE CT
MOUNTAIN VIEW JUNIOR HIGH
BEAVER ACRES SCHOOL
AUGUSTA LN
CHATELAIN DR
SANDRA LN
HUBER
FARMINGTON
DIVISION
JOY ST
HAMLIN CT
CREEK

10,128

STATE OF ORE ON

INTE FFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. H. Moehring, Manager ATTN: G. Zehner
Office of Project Management

DATE: November 8, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Project Review
Portland Area (7 projects)

As requested, we have reviewed the attached project requests. In all cases the proposed signal installation and revision locations do meet the warrants for the installation of traffic signals.

The project costs quoted in the requests were all within reason. However, the installation at 7th and Division in the City of Portland did not give a project cost so we could not analyze it.

L. E. George
Traffic Engineer Supervisor

DW:cs

PROJECT MANAGEMENT

ATTN Zehner

81-125-1387

FEDERAL AID PROJECT REQUEST

Date June 26, 1978

Applicant Agency Washington County

Request for: Off-System_____, FAS-C_____, FAUS_____ Project E-4 X

Federal Aid Route No. FAP 32 Route Name Tualatin Valley Hwy.

Project Name T.V. Hwy. & S.W. 185th Ave. Intersection Reconstruction

Project Length .68 mile Project Location (Attach sketch map)

Project Description Reconstruct intersection to provide left-turn lanes and improved signalization

Average Daily Traffic 30,000 Design Speed 35 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 64 Travel Lanes 4 Shoulders 8 ft.

Medians No Parking on east leg only

Sidewalks Yes

Remarks Proposals to remove parking on east leg have met severe opposition from business owners.

2. Desired Roadway Cross Section: (Attach sketch)

Width 68 + Travel Lanes 4 Shoulders No

Medians 16 ft. Parking No

Curbed Yes Length Curb Radii 55 ft.

Sidewalk/Bikeway Yes

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80' Minimum 80' Maximum 80'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes_____ No X

3. Will additional right-of-way be needed? Yes X No_____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No_____

Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

2 phase signal at intersection

2. Proposed Signalization:

Location Intersection T.V. Hwy. and S.W. 185th

Type Fully Actuated
Phases 8
Type of Suspension determine by PE
Interconnected No
Remarks

3. Permanent Signing:

Include in project or by applicant? In project

4. Permanent Striping:

Include in project or by applicant? In project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Yes - on PGE poles

2. Proposed Illumination:

Location Determine by PE
Type

Remarks

V. STRUCTURE DATA N/A

1. Existing Structure:

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure: N/A

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes X No _____

   Name of Railroad Southern Pacific

   Existing Crossing Protection signal gates

2. Will existing railroad crossing be altered? Yes, It will be widened

   Remarks _____

. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	John Crockett, Director of Public Works, Washington County Office
2.	Environmental	ODOT Office
3.	Public Hearing	John Crockett Office

Remarks _____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State__X_____ Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No__X_____
If "yes," describe briefly:_____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 502,000.
Right-of-way costs (if participating)	730,000.
Traffic control	70,000.
Illumination	
Structures	
Railroad	70,000.
Other_____	
Preliminary engineering	128,000.
PROJECT TOTAL	$1,500,000.

Remarks_____

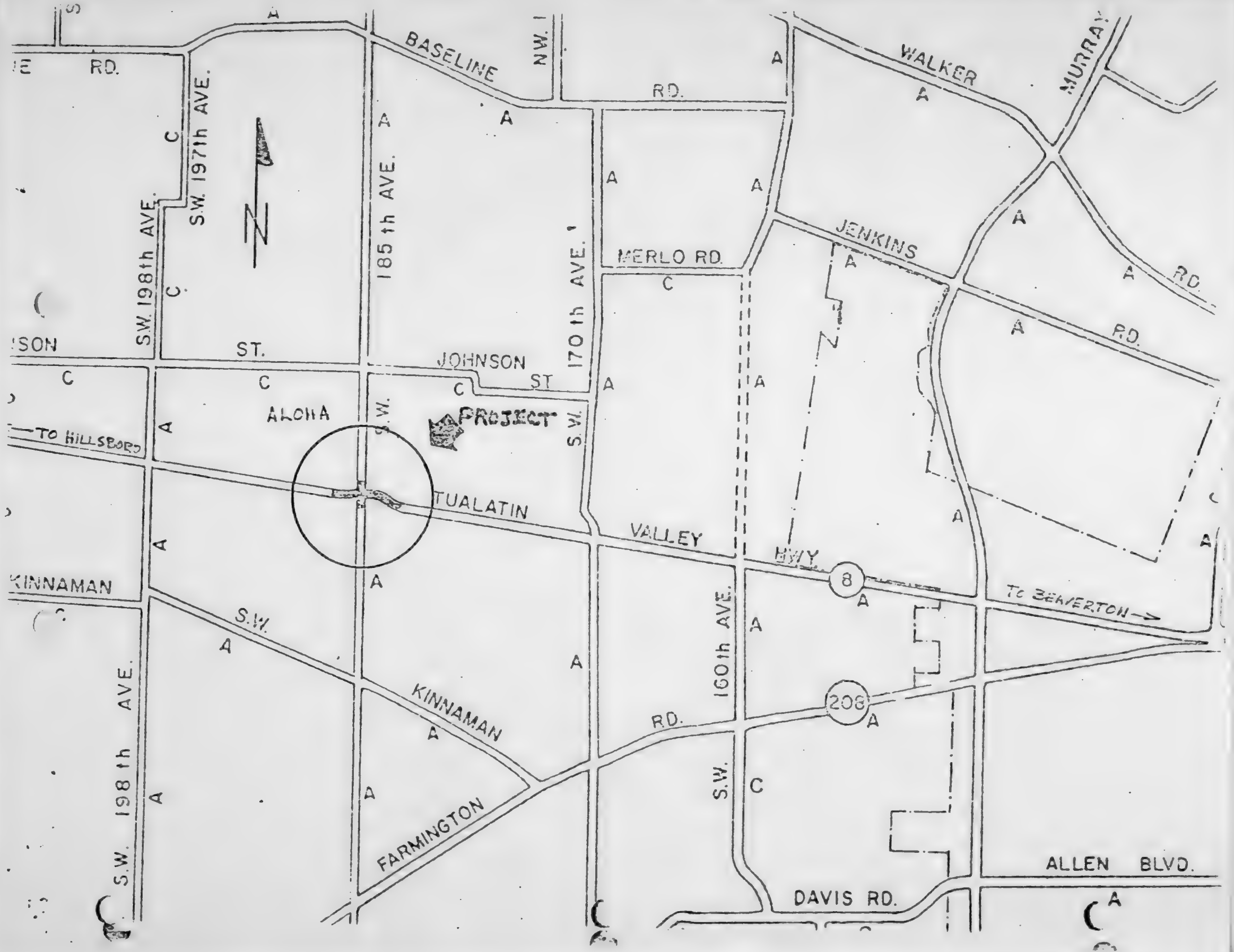
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Washington COUNTY

By_____ By_____

By_____ By John F. Crockett

By Director of Public Works


BASELINE
RD.
WALKER
MURRAY
SW 197th AVE.
SW 198th AVE.
185th AVE.
170th AVE.
MERLO RD.
JENKINS
RD.
ST.
JOHNSON
ALOHA
PROJECT
TO HILLSBORO
TUALATIN
VALLEY
HWY.
8
TO BEAVERTON
KINNAMAN
S.W.
160th AVE.
208
FARMINGTON
ALLEN BLVD.
DAVIS RD.

Existing Section

No. of Lanes 4
Lane Width 12
Shoulder Width 8 or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs 64

Foot paths
Asph. Con
Gravel

Curbs:
Type "C" X
Curb & Gutter ___
Other ___

Proposed Section

No. of Lanes 4
Lane Width 12
Shoulder Width ___ or Shy Dist. from Curb 2
Median Width 16
Total Width between Curbs 68

Foot paths
~~Asph.~~ Con.
Gravel

Curbs:
Type "C" X
Curb & Gutter ___
Other ___

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
BILL BLOOM
VIRGINIA DAGG
RICHARD C. HEISLER
RAY MILLER

June 27, 1978

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

Jon Rose
Federal Aid Engineer
ODOT
5821 NE Glisan
Portland, Oregon 97213

Subject: Project Request for T.V. Hwy @ 185th Realignment

Dear Jon:

Enclosed is the project request and assessment for the T.V. Hwy realignment at 185th Ave. P.E. has been approved at CRAG and the remaining funds have been reserved from the Mt. Hood transfer. Due to the state's funding problems, we realize the full local match for P.E. will have to be picked up by Washington County.

Please begin processing this project as soon as possible in order to obligate the P.E. this fiscal year.

Sincerely yours,

Michael A. Borresen
Michael A. Borresen
Services Division Engineer

MAB:sl

Enc.

cc CRAG

MA PDM PDE TSF SPC
ODOT - METRO
JUL 3 1978

AM PPS FILE I,A

7/5/78

MAB —
Please revise and prepare a complete request package.

10,128

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 13, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 90008
Project No. IX-32(7)
T. V. Hwy. @ S.W. 185th Ave. (Aloha) Section
Washington County

Attached is support data consisting of PR-1 forms and project maps for the subject project.

We request the following:

1) Financing for the project utilizing Interstate Substitution General funds. Approval of this request will involve an estimated total cost of $116,500 with obligation of Federal funds of $99,900.

2) Authorization to proceed with all phases of Preliminary Engineering including utility preparatory work and archeological salvage in accordance with the Oregon Action Plan, Federal Regulations and Statutes.

These requests are based on Governor Straub's letter dated October 2, 1978 to Mr. G. L. Green, Division Administrator.

A copy of the State Clearinghouse A-95 review letter of approval was forwarded previously.

JLG:dmc
Attachments
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, W/att.

6426

30 April 1974 Comm. Approval
LEFT-TURN PROHIBITION ONLY

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BURE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

October 13, 1978

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STA CO
2	(19) (20)	21 SR8, Intersection SW 185th Ave. (Aloha) 65	ADT	30,000	--- (66) (70)	(71) (72)	10	Oregon	4 (2)

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ.
3	25 Preliminary Engineering 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 IX- 23	7 32	(7)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
C	Interstate Substitutions General Funded	Washington	(1) 067 (6)
	NAME OF URBAN AREA: 17-31 Portland	ROUTE NO. P	FEDERAL-AID 32 (32) STATE .29 (36) (37) U.S. --- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE			0.0	116,500	99,900	---	16,600 (Co.)	Util. arche
5					ROW				(730,000)				
5					CONST (CODE)		"T.V. Hwy. @ SW 185th Ave. (Aloha) Section"		(642,000)				ROW-8 Acce Park pa
								0.0	116,500	99,900	---	16,600 (Co.)	

(16) (23) (24) (33)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	JLG

REMARKS

-over-

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

October 13, 1978

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR8, Intersection SW 185th Ave. (Aloha)	ADT	30,000	---		10	Oregon	41	823	90008

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
nary Engineering								IX-	32	(7)		

FUNDS
ate Substitutions General Funded

EA
d

COUNTY NAME: Washington — CODE: 067

ROUTE NO. P — FEDERAL-AID: 32 — STATE: 29 — U.S.: ---

PROGRAM STAGE: ___ 1 OR ___ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE			0.0	116,500	99,900	---	16,600 (Co.)	Util. prep. work & archeological salvage.
ROW				(730,000)				
CONST (CODE)		"T.V. Hwy. @ SW 185th Ave. (Aloha) Section"		(642,000)				ROW-80' min.; Access Control-none; Parking Restrictions-partial
		PROJECT TOTALS	0.0	116,500	99,900	---	16,600 (Co.)	

ED BY: JLG

M APPROVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

T.V. HWY. @ S.W. 185th (ALOHA) SECTION
PROJECT NO. IX-32(7)

Existing Facility: 2 phase traffic signal controlled intersection with left-turns on T.V. Hwy. prohibited.

Adjacent Sections:
E & W End (T.V. Hwy.) -- 64-foot curbed section accommodating 4 traffic lanes.
N & S End -- 2 lane County road

Project Data: The work consists of all phases of preliminary engineering including utility preparatory work and archeological salvage for future realignment of T.V. Hwy. at intersection to provide left-turn lanes with a multi-phase traffic signal interconnected to RR gates immediately south of intersection.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Major action project requiring a FEIS concurred in by FHWA on August 7, 1978.

FHPM 4-1-4 Requirements:
a) State Clearinghouse -- A-95 review approval letter dated Sept. 5, 1978.
b) District 2 Clearinghouse -- A-95 review satisfied through inclusion of project in CRAG TIP/AE.

FHPM 7-7-5 Requirements: In accordance with Oregon Action Plan, Federal Regulations and Statutes.

Data for PR-37:		
	Field Work	$103,500
	PS&E Preparation	13,000
	Total	$116,500

Note: 1) This project is in Congressional District No. 1.
2) Included in CRAG FY '78 TIP/AE is #234 on page 106 and included in FY '79 TIP/AE under Resolution BD 780805 dated Aug. 24, 1978.

10,128

STATE OF OREGON
DEPARTMENT OF TRANSP ATION

INTEROFFICE MEMO
Metropol n Branch

TO: D.H. MOEHRING, Manager
Project Management
Attn: D.E. Swan

DATE: September 14, 1978

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: T.V. Highway @ S.W. 185th Avenue
Tualatin Valley Highway
Washington County
Planning File No. 76-27

to Terpin 9-25-78

Here is our programming packet for the subject project. The packet contains an authority for survey, project information sheet, agreement information sheet, traffic signal warrant comparison, federal aid project request and an environmental assessment.

This project is in the approved FY 1979 CRAG TIP. The PE funding was obligated for FY 1978 by the TIP. This is an interstate transfer project.

Washington County has agreed to supply all the local match for the PE on this project (see Washington County's letter dated June 27, 1978 with the project request.

Please program $116,500 for preliminary engineering at this time.

js

attachments

cc: F.E. Terpin
Technical Services (6)

PROJECT MANAGEMENT
PME [x] CCE [ ] OR
LGE [ ] FAE [ ] CPE
SEP 1 . 1978
File: PM FA
TAA LG C

1-125-1387

TVH0001

10,128

2

OREGON STATE HIGHWAY DIVISION

Planning File No. 7627

AUTHORITY FOR SURVEY

Section TUALATIN VALLEY HIGHWAY at S.W. 185th Ave. Date September 12, 1978

Highway Tualatin Valley Highway Authorization No. 1

County Washington Survey Prefix 24-1990 (Assigned by Salem office)

Description of termini, route, length, etc.: Intersection reconstruction of T-V Highway at S.W. 185th including sufficient distance to develop channelization sections. Overall length is approximately 0.68 mile.

Proposed: Reconstruct intersection with left turn refuges and revise signalization.

Purpose of survey: State to perform field survey, prepare environmental documents, plans, specifications, estimate of cost and complete S&E. P.E. Phase 1

County to provide for citizen involvement and hold required hearings.

IX-32(7)
2-8-79

Funding: e(4)
Category: 2

		Estimate of Cost
Field Survey	(901)	10,500
Citizen Participation	(902)	500
City or County	(903)	500
Consultant	(904)	
Final Design	(905)	
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	4,000
Landscape	(912)	
Liaison R/W	(913)	2,000
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	500
Office Engineer	(920)	
Specifications	(921)	
Environmental	(923)	10,000
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 28,000

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requests made by:

K. D. LIMBOCKER, METRO Design Engineer

Recommended for Approval:

M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval:

Frank E. Berpin
Location Engineer

Approved:

E. J. Ruetz

SP*23804-734

N H
N B M

Form E-30 (Rev. 9-71)

10,128

OREGON STATE HIGHWAY DIVISION

Planning File No. 76-27

AUTHORITY FOR SURVEY

Section TUALATIN VALLEY HIGHWAY at S.W. 185th Ave. Date September 12, , 19 78

Highway Tualatin Valley Highway Authorization No. 1

County Washington Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.: Intersection reconstruction of T-V Highway at S.W. 185th including sufficient distance to develop channelization sections. Overall length is approximately 0.68 mile.

Proposed: Reconstruct intersection with left turn refuges and revise signalization.

Purpose of survey: State to perform field survey, prepare environmental documents, plans, specifications, estimate of cost and complete PS&E.

County to provide for citizen involvement and hold required hearings.

Funding: e(4)
Category: 2

		Estimate of Cost
Field Survey	(901)	10,500
Citizen Participation	(902)	500
City or County	(903)	3,000
Consultant	(904)	
Final Design	(905)	3,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	2,000
Soils & Geology	(910)	
Traffic	(911)	4,000
Landscape	(912)	
Liaison R/W	(913)	2,000
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	500
Office Engineer	(920)	
Specifications	(921)	1,000
Environmental	(923)	90,000
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 116,500

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requests made by:

K. D. LIMBOCKER, METRO Design Engineer

Recommended for Approval:

M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

SP*23804-731

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Tualatin Valley Hwy

DATE: September 5, 1978

The state has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

9-13-78
Copies Sent to:
G. L. Green
✓H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
R. N. Bothman, Metro
E. L. Hardt, Region 1
W. W. Geibel, Dist. 2
Paul Burket, Aeronautics
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
SEP 13 '78
REFER TO
BEN GIFFORD
Info | Inves | R/D | D/R | Sign | Act | File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

FOR H.S. COULTER

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

LAND CONSERVATION
AND DEVELOPMENT
AUG 5 1975
SALEM

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

P N R S S T A T E R E V I E W

Project #: _____ Due Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC By Linda Macpherson
8/25/75

IV. Area Has No Plan, But Has A Compliance Schedule

This project and its related land use implications must be coordinated and consistent with local efforts to develop a comprehensive plan for the county of Washington and to reach compliance with the statewide land use goals. Washington has adopted a schedule and work program for reaching compliance with the statewide goals which should be recognized in coordination of this project with the jurisdiction. Consideration of the relationship between statewide goals

#12 (Transportation)

etc. and the project should receive special attention. In addition, the applicant should make every effort to ensure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

DB
8/30/78

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
AUG 8 1978
STATE PARKS

PNRS STATE REVIEW

Project #: 7808 2 260 Due Date: SEP 1 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Environmental Section should coordinate the protection of cultural resources with this office.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency _____ By David O Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon 97310
Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: OR DOT, HWY DIV

PROJECT TITLE: Tualatin Valley HIghway

PNRS #: 7808 2 260

DATE : September 6, 1978

The State Clearinghouse has received additional comments from Department of Environmental Quality subsequent to our conclusion letter of September 5, 1978, please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

(X) Please consider this letter and enclosure(s) an addendum to our previous letter.

(X) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

...ations Division
... Environmental Q...
RECEIV...
AUG 08 1978

PNRS STATE REVIEW

Project #:_____ Due Date:_____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency DEQ By [signature]

(#2)

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

July 31, 1978

TO Executive Department
Federal Aid Coordination Unit

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Tualatin/Valley Hwy. & SW 185th Ave. Intersection
Highway: Tualatin Valley Hwy.
County: Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be August 31, 1978.

NOTED
H.S. COULTER

BLG: dmc

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 1 : E. L. Hardt
District 2 : W. W. Geibel
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford
R. N. Bothman, Metro

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT: Department of Transportation [45	46] DIVISION: Highway [79				
03	12] APPLICANT ADDRESS STREET: O'DOT Building [45	46] CITY: Salem [60	76] ZIP: 97310 [80			
04	12] CONTACT PERSON: D. H. Moehring [45	46] AREA CODE: 503 [48	49] PHONE: 378 [55	56] EXTENSION: 6563 [59		
01	12] PROJECT TITLE: Tualatin/Valley Hwy. & SW 185th Ave. Intersection [71					
11	12] PROJECT LOCATION—CITY: Tualatin Valley Hwy.	PROJECT LOCATION—COUNTY: Washington	PROJECT LOCATION: SEC: T: R: [79			
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)					
06	12] Proposal would straighten T.V. Hwy. between S.W. 182nd Ave. & S.W. 187th Ave. [71					
07	12] and provide left-turn refuges at S.W. 185th intersection. A fully actuated [71					
08	12] 8-phase signal would replace the existing 2-phase signal. This would restore [71					
09	12] left-turn service at this intersection. [71					
10	12] [71					

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	1,290,000			210,000		1,500,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71	
15	12] FEDERAL AGENCY NAME: U. S. Department of Transportation [45	46] FEDERAL SUB-AGENCY NAME: FHWA [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No
☐ 29	[X] 30	[X] 31	☐ 32	[X] 33	☐ 34	[X] 35	☐ 36

Date: TIP

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	August	25	1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: July 31, 1978

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%____	$_____	%____	$_____	%____	$_____
Second Year	%____	$_____	%____	$_____	%____	$_____
Third Year	%____	$_____	%____	$_____	%____	$_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 Project of Major-Significant environmental impact under Oregon's Action Plan.

IX-32(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 19, 1978

Section T.V. Hwy. & S.W. 185th Int. Unit (if appl) _____

County Washington County FAIX City Aloha

Highway Tualatin Valley 0029 State Hwy. No. 29

Termini: M.P.(if appl) Intersection Length 0.68 mile

Region 1 Construction Estimate 1,500,000. Program Amount

B. Purpose of Project:

To reconstruct intersection and adjoining highway to provide left-turn refuges and improved signalization.

C. Origin & History of Project:

Due to the high number of accidents at the intersection, a meeting was held at Aloha High School in 1973 to discuss traffic alternatives. Due to the lack of off-street parking, the local businessmen were opposed to removing any curb side parking. In May, 1974, left turns from T.V. Hwy. were prohibited. Although the number of accidents decreased at the intersection, the problem was moved to the neighboring streets. Approx. 1500 vpd are now routed through the neighborhoods because of the restriction at 185th.

D. General Description of Project:

Proposal would straighten T.V. Hwy. between S.W. 182nd Avenue and S.W. 187th Avenue and provide left-turn refuges at S.W. 185th intersection. A fully actuated 8-phase signal would replace the existing 2-phase signal. This would restore left-turn service at this intersection.

Alignment: New _____ Existing _____ Combined X

Typical Section: Existing: No. Lanes 4 ; Med. No ; Shldrs. 8' ; Parking east side

Proposed: No. Lanes 4 ; Med. L. turn Shldrs. No ; Parking No

Traffic: Existing Facility: Existing ADT 30,000 ; Projected ADT * ; Yr. _____

Existing Level of Service C-D

Proposed Facility: Projected ADT * ; Yr. _____

Projected Level of Service _____

*Projections not presently available--will be developed during PE.

734-3953 (10-75)

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 9

Acres 1.45; Type of Relocation Req. businesses; No. 9

Materials Source, Borrow, Waste Disposal Requirements, if any:

determine by PE

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:

N/A

Local City, County or COG priorities of project:

Washington County Bond Project priority

FHWA and/or OSHD approvals given, if any:

Approved for PE by CRAG

Location or Design Alternatives (identify and describe):

1) No build - prohibition of left turn from westbound TV Hwy. to southbound 185th Avenue would continue, requiring increasing volumes of traffic to use alternative routes to reach destinations north of TV Hwy.

2) Use existing R/W but remove parking - some local businesses on the south side of the Highway would be forced to relocate due to lack of parking and access.

Other Descriptive Information or Comments:

Several other improvements on 185th Avenue between Farmington Road and West Union Road are being contemplated by the county

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The topography of the area is flat. Little natural vegetation is present, due to urban development. There are no significant natural drainages in the project area.

2. Cultural:

TV Hwy is a major east-west arterial serving central Washington County and runs parallel to the Southern Pacific RR tracks. Its intersection with 185th Avenue is in the central business district of Aloha. The TV Highway presently jogs slightly northward in the vicinity of 185th Avenue, providing space for existing commercial establishments between the highway and the railroad. North and south of the intersection, residential areas front on 185th Avenue.

The Washington County Comprehensive Framework Plan designates the project area as urban. Both side of TV Highway are lined with commercial uses. Accesses to several of the businesses are difficult due to the high volumes of traffic, Parking is allowed on the shoulders of the east leg, as there is little to no off-street parking.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Realignment would remove businesses on south side of TV Hwy. but would improve safety of access to businesses on north side. This would result in a reduction of tax base and removal of community services provided by these businesses (vacuum cleaner sales and repair, beauty shop, sewing machine service,legal office, cabinet maker, used furniture, cafe, hardware-feed store, 2 gas stations).

2. Estimated Impact on Traffic Patterns:

The currently prohibited left turn from westbound TV Hwy. to northbound 185th Avenue would be reinstated by means of a left turn refuge. This would return larger traffic volumes to 185th Avenue and reduce traffic on the alternative roütes through residential areas.

Consequences--Air Quality, Noise, Safety, etc.:

slight increase in noise and reduction in air quality on TV Hwy. at 185th but decreased noise, increased air quality and improved safety on streets presently used an alternative to 185th Avenue. Increased impacts on residences fronting on 185th Avenue, north of TV Highway.

3. Estimated Impact on Land Use:

Loss of commercial property at intersection on south side of TV Hwy. Increased area available for off street parking on north side of highway.

Consequences:

Businesses on south side will be forced to relocate or go out of business. Tax base would decrease. If county were to maintain the same level of tax revenues, rates would have to be increased to compensate for the reduced base.

4. Expected Impact on Natural Ecological Resources:

no significant effects expected

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

Commercial establishments removed on south side.
A cultural resource may be required.

Consequences:

Trend in the area has been for businesses to relocate to shopping centers. Project will eliminate some of the oldest strip commercial buildings in the area. Several neighborhood commercial services could be lost if they cannot or will not relocate.

6. Preliminary Identification of Areas of Critical Concern:

parking problems
good location for Tri-Met park and ride station
commercial strip on north side of project

7. Potential for Controversial Issues:

parking
removal of businesses on north side of project

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

a slight improvement in air quality in residential areas and slight increase in pollutant levels along TV Hwy. at intersection with 185th Avenue are expected. A DEQ indirect source permit is required.

b. Noise Standards

a reduction in noise impacts on residential areas and some increase in noise on TV Highway along commerical frontage is expected. A noise study report will be filed.

c. Water Quality Standards

n/a

d. Area Land Use and Transportation Plans, and Zoning

consistent with local plans and zoning. Project is included in the CRAG ITP.

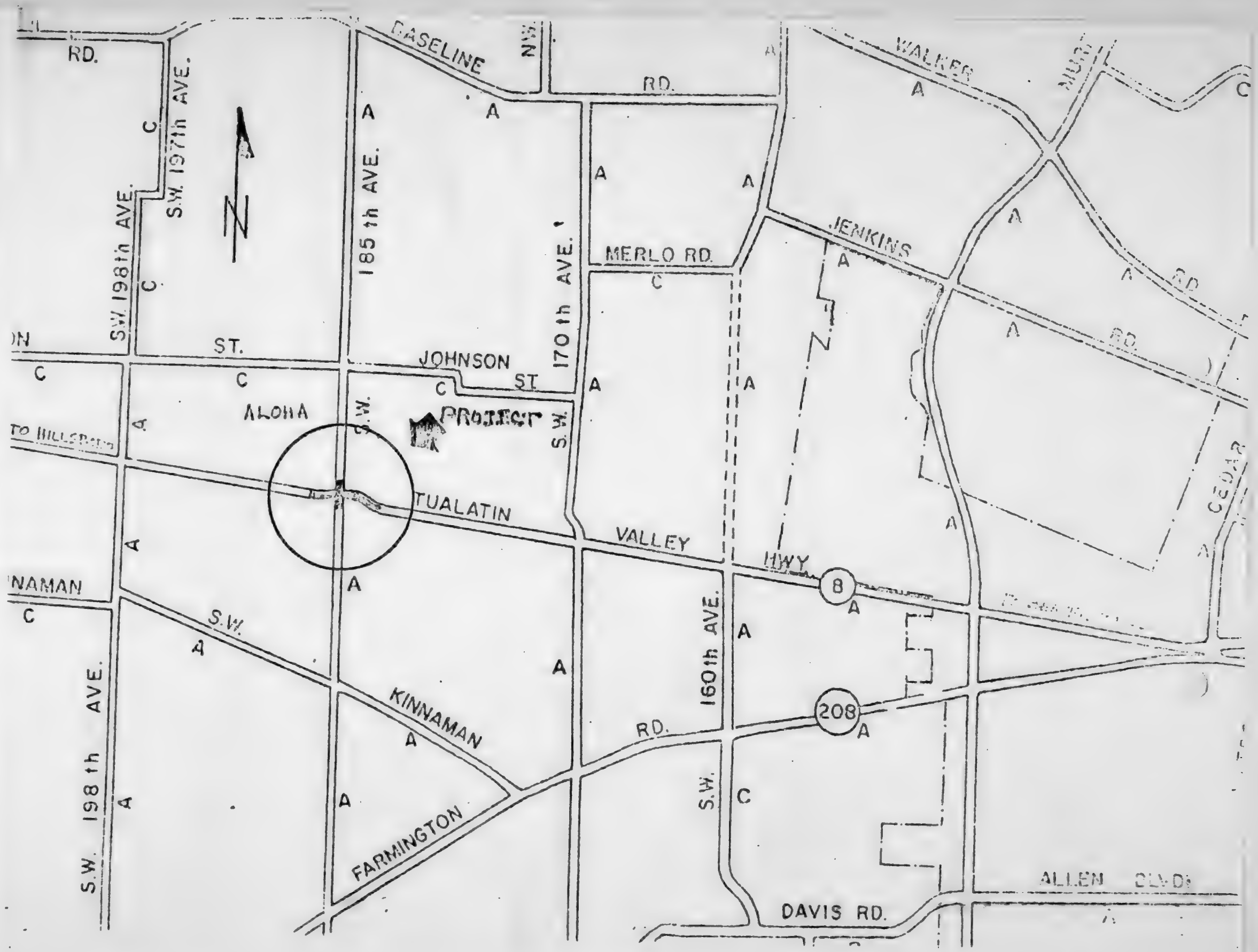
C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
_x_ D & FEIS	____ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
This project is a major action requiring significant amounts of right-of-way and having socioeconomic impacts which are likely to be locally significant and potentially controversial.

D. Recommended Project Category: _____ 1 ____x 2 _____ 3 _____ 4


RD.
SW 198th AVE.
SW 197th AVE.
BASELINE
NW
RD.
185th AVE.
170th AVE.
WALKER
JENKINS
MERLO RD.
ST.
JOHNSON ST
ALOHA
PROJECT
SW
TUALATIN
VALLEY
HWY
8
208
160th AVE.
RD.
KINNAMAN
FARMINGTON
SW 198th AVE.
DAVIS RD.
ALLEN BLVD.

Existing Section

No. of Lanes 4
Lane Width 12
Shoulder Width 8 or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs 64

Foot paths :
Asph. Conc. ___
Gravel ___

Curbs
Type "C" X
Curb & Gutter ___
Other ___

Proposed Section

No. of Lanes 4
Lane Width 12
Shoulder Width ___ or Shy Dist. from Curb 2
Median Width 16
Total Width between Curbs 68

Foot paths :
~~Asph~~ Conc. X
Gravel ___

Curbs
Type "C" X
Curb & Gutter ___
Other ___

10,128

FEDERAL AID PROJECT REQUEST

Date June 26, 1978

Applicant Agency Washington County

Request for: Off-System____, FAS-C____, FAUS____ Project E-4 X

Federal Aid Route No. FAP 32 Route Name Tualatin Valley Hwy.

Project Name T.V. Hwy. & S.W. 185th Ave. Intersection Reconstruction

Project Length .68 mile Project Location (Attach sketch map)

Project Description Reconstruct intersection to provide left-turn lanes and improved signalization

Average Daily Traffic 30,000 Design Speed 35 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 64 Travel Lanes 4 Shoulders 8 ft.

Medians No Parking on east leg only

Sidewalks Yes

Remarks Proposals to remove parking on east leg have met severe opposition from business owners.

2. Desired Roadway Cross Section: (Attach sketch)

Width 68 + Travel Lanes 4 Shoulders No

Medians 16 ft. Parking No

Curbed Yes Length Curb Radii 55 ft.

Sidewalk/Bikeway Yes

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80' Minimum 80' Maximum 80'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes X No____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No____

Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

2 phase signal at intersection

2. Proposed Signalization:

Location Intersection T.V. Hwy. and S.W. 185th

Type Fully Actuated
Phases 8
Type of Suspension determine by PE
Interconnected No
Remarks

3. Permanent Signing:

Include in project or by applicant? In project

4. Permanent Striping:

Include in project or by applicant? In project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Yes - on PGE poles

2. Proposed Illumination:

Location Determine by PE
Type
Remarks

V. STRUCTURE DATA N/A

1. Existing Structure:

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure: N/A

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes X No _____

Name of Railroad Southern Pacific

Existing Crossing Protection signal gates

2. Will existing railroad crossing be altered? Yes, It will be widened

Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — John Crockett, Director of Public Works, Washington County Office
2. Environmental — ODOT Office
3. Public Hearing — John Crockett Office

Remarks _____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No X
If "yes," describe briefly:_____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 502,000.
Right-of-way costs (if participating)	730,000.
Traffic control	70,000.
Illumination	
Structures	
Railroad	70,000.
Other_____	
Preliminary engineering	128,000.
PROJECT TOTAL	$1,500,000.

Remarks_____

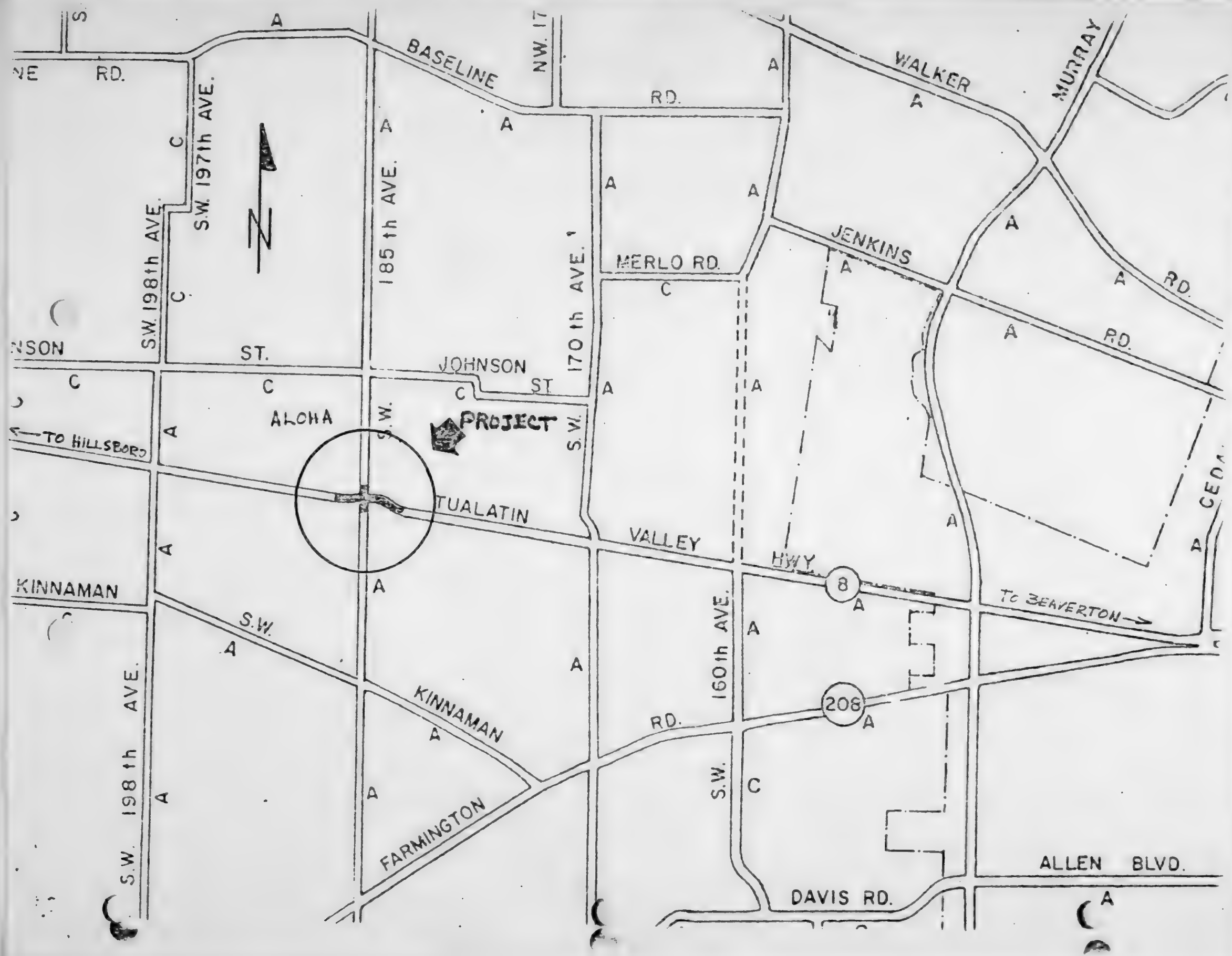
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Washington COUNTY

By_____ By [signature]

By_____ By John F. Crockett

By Director of Public Works


NE RD.
S.W. 198th AVE.
S.W. 197th AVE.
BASELINE
NW. 17
RD.
185th AVE.
170th AVE.
WALKER
MURRAY
MERLO RD.
JENKINS
RD.
NSON ST.
JOHNSON ST
ALOHA
PROJECT
TO HILLSBORO
TUALATIN VALLEY HWY.
8
TO BEAVERTON
KINNAMAN
S.W.
KINNAMAN RD.
160th AVE.
208
S.W. 198th AVE.
FARMINGTON
S.W.
DAVIS RD.
ALLEN BLVD.

Cement Treated ___

Existing Section

No. of Lanes 4
Lane Width 12
Shoulder Width 8 or Shy Dist. from Curb ___
Median Width —
Total Width between Curbs 64

Foot paths :
Asph. Conc
Gravel

Curbs:
Type "C" X
Curb & Gutter ___
Other ___

Proposed Section

No. of Lanes 4
Lane Width 12
Shoulder Width ___ or Shy Dist. from Curb 2
Median Width 16
Total Width between Curbs 68

Foot paths :
~~Asph.~~ Conc
Gravel

Curbs:
Type "C" X
Curb & Gutter ___
Other ___

STATE OF OREGON

INTEROFFICE MEMO

TO: K. D. LIMBOCKER
Region Design Engineer

DATE: June 23, 1977

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Sunset Highway/Highway 217
interchange improvement

Tom Spear and Mike Borresen of Washington County ask for an estimate of cost for a low-cost improvement to improve the Sunset Highway/Highway 217 interchange. I understand an effort is underway in Salem. I would appreciate it if you would follow this through to develop a cost estimate for a low-capital type improvement.

A similar request was made for an improvement at 185th and the Tualatin Valley Highway. I had earlier anticipated an interchange, but was informed an at-grade interchange which would provide for left-turn movements on both 185th and the Tualatin Valley Highway is considered. Will you please develop a cost estimate for a low-capital improvement for this location.

ebg

cc: F. B. Klaboe
E. S. Hunter
J. H. Versteeg
E. L. Hardt

attachment

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
JUN 27 77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

1985 Tualatin Valley Hwy, @ SW. 10,128
185th Ave. Sec. of Tualatin Valley
Hwy. (Gr, pav, sign & signals) #2

2 - 13 - 86 - Sec #3

C+A - 1181 - 4 - 29 - 85

6879 - 8 - 21 - 84

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT C0342544

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C0342544	000	010	001	0521			10.09	
C0342544	000	010	001	7740			73.32	
OBJ-DETAIL	001						83.41	
C0342544	000	010	504	7111			24.05	
OBJ-DETAIL	504						24.05	
ACTIVITY	010						107.46	SUBTOTAL
C0342544	000	020	001	7740			1,646.47	
OBJ-DETAIL	001						1,646.47	
C0342544	000	020	110	7740			114.00	
OBJ-DETAIL	110						114.00	
C0342544	000	020	112	7740			549.84	
OBJ-DETAIL	112						549.84	
C0342544	000	020	250	7740				
OBJ-DETAIL	250							
ACTIVITY	020						2,310.31	SUBTOTAL
C0342544	000	407	001	7740			22.13	
OBJ-DETAIL	001						22.13	
C0342544	000	407	550	7740			2.80	
OBJ-DETAIL	550						2.80	
ACTIVITY	407						24.93	SUBTOTAL
C0342544	000	414	001	7700			5.20	
C0342544	000	414	001	7740			214.81	
OBJ-DETAIL	001						220.01	
C0342544	000	414	550	7740			2.80	
OBJ-DETAIL	550						2.80	
ACTIVITY	414						222.81	SUBTOTAL
C0342544	000	415	001	7700			47.33	
C0342544	000	415	001	7740			88.52	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

10,128

4-12-91

16-

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT C0342544

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
OBJ-DETAIL 001							135.85	
C0342544 000		415	550	7740			1.40	
OBJ-DETAIL 550							1.40	
ACTIVITY 415							137.25	SUBTOTAL
C0342544 000		419	001	7700			147.48	
OBJ-DETAIL 001							147.48	
ACTIVITY 419							147.48	SUBTOTAL
C0342544 000		420	001	7700			198.74	
C0342544 000		420	001	7781			16.89	
OBJ-DETAIL 001							215.63	
ACTIVITY 420							215.63	SUBTOTAL
C0342544 000		421	001	7700			115.29	
C0342544 000		421	001	7780			63.54	
OBJ-DETAIL 001							178.83	
C0342544 000		421	357	7782			515.00	
OBJ-DETAIL 357							515.00	
ACTIVITY 421							693.83	SUBTOTAL
C0342544 000		426	001	7700			190.36	
C0342544 000		426	001	7781			219.39	
OBJ-DETAIL 001							409.75	
ACTIVITY 426							409.75	SUBTOTAL
C0342544 000		428	001	7740			464.76	
OBJ-DETAIL 001							464.76	
C0342544 000		428	550	7740			38.50	
OBJ-DETAIL 550							38.50	
ACTIVITY 428							503.26	SUBTOTAL
C0342544 000		430	001	7700			206.05	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT C0342544

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
OBJ-DETAIL 001							206.05	
ACTIVITY 430							206.05	SUBTOTAL
C0342544 000		432	001	7740			48.11	
OBJ-DETAIL 001							48.11	
ACTIVITY 432							48.11	SUBTOTAL
C0342544 000		439	001	7700			13.82	
C0342544 000		439	001	7730			94.47	
OBJ-DETAIL 001							108.29	
ACTIVITY 439							108.29	SUBTOTAL
C0342544 000		899	001	7740			44.26	
OBJ-DETAIL 001							44.26	
C0342544 000		899	108	7700			88.80	
OBJ-DETAIL 108							88.80	
C0342544 000		899	136	7700			8.88	
OBJ-DETAIL 136							8.88	
C0342544 000		899	229	7700			326.15	
OBJ-DETAIL 229							326.15	
C0342544 000		899	230	7700			2,217.62	
OBJ-DETAIL 230							2,217.62	
C0342544 000		899	250	7700				
OBJ-DETAIL 250								
C0342544 000		899	260	7740				
OBJ-DETAIL 260								
C0342544 000		899	350	7740			-16,900.00	
OBJ-DETAIL 350							-16,900.00	
C0342544 000		899	354	7700			1,100.00	
OBJ-DETAIL 354							1,100.00	
C0342544 000		899	358	7782			-291.91	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT C0342544

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
OBJ-DETAIL 358							-291.91	
C0342544	000	899	570	7700			4.00	
OBJ-DETAIL 570							4.00	
ACTIVITY	899						-13,402.20	SUBTOTAL
C0342544	000	910	030	7111			322.95	
OBJ-DETAIL 030							322.95	
ACTIVITY	910						322.95	SUBTOTAL
SUB-JOB	000	SUBTOTAL					-7,944.09	
C0342544	001	899	189	7700			43.50	
OBJ-DETAIL 189							43.50	
C0342544	001	899	230	7700			1,232.38	
OBJ-DETAIL 230							1,232.38	
ACTIVITY	899						1,275.88	SUBTOTAL
SUB-JOB	001	SUBTOTAL					1,275.88	
C0342544	010	899	299	0100			3,283.95	***
OBJ-DETAIL 299							3,283.95	
ACTIVITY	899						3,283.95	SUBTOTAL
SUB-JOB	010	SUBTOTAL					3,283.95	
C0342544	011	899	299	0100			1,058,064.75	***
OBJ-DETAIL 299							1,058,064.75	
ACTIVITY	899						1,058,064.75	SUBTOTAL
SUB-JOB	011	SUBTOTAL					1,058,064.75	
EA	C0342544	TOTAL					1,054,680.49	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT C10128

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C10128	000	010	001	0813			967.52	
C10128	000	010	001	0814			175.84	
C10128	000	010	001	0821			597.91	
OBJ-DETAIL 001							1,741.27	
C10128	000	010	030	0813			210.22	
OBJ-DETAIL 030							210.22	
C10128	000	010	130	8002			31.48	
C10128	000	010	130	8023			236.07	
OBJ-DETAIL 130							267.55	
ACTIVITY 010							2,219.04	SUBTOTAL
C10128	000	020	001	8002			1,145.84	
OBJ-DETAIL 001							1,145.84	
C10128	000	020	100	8002			10.80	
OBJ-DETAIL 100							10.80	
C10128	000	020	550	8002			13.80	
OBJ-DETAIL 550							13.80	
ACTIVITY 020							1,170.44	SUBTOTAL
C10128	000	040	001	8002	SF		368.69	
OBJ-DETAIL 001							368.69	
ACTIVITY 040							368.69	SUBTOTAL
C10128	000	050	001	0570			46.57	
OBJ-DETAIL 001							46.57	
ACTIVITY 050							46.57	SUBTOTAL
C10128	000	100	030	8002	SF		1,128.69	
OBJ-DETAIL 030							1,128.69	
ACTIVITY 100							1,128.69	SUBTOTAL
C10128	000	140	001	8002	SF		532.21	
OBJ-DETAIL 001							532.21	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT C10128

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
ACTIVITY	140						532.21	SUBTOTAL
C10128	000	191	001	8002	SF		39.95	
OBJ-DETAIL	001						39.95	
C10128	000	191	032	8002	SF		165.05	
OBJ-DETAIL	032						165.05	
ACTIVITY	191						205.00	SUBTOTAL
C10128	000	199	001	1047	SF		1,141.02	
C10128	000	199	001	1140	SF		111.02	
C10128	000	199	001	8002	SF		584.49	
C10128	000	199	001	8019	SF02		33.51	
C10128	000	199	001	8019	SF12		18,136.94	
OBJ-DETAIL	001						20,006.98	
C10128	000	199	030	8002	SF		44.94	
OBJ-DETAIL	030						44.94	
C10128	000	199	106	1047	SF		120.00	
OBJ-DETAIL	106						120.00	
C10128	000	199	134	8019	SF12		243.06	
OBJ-DETAIL	134						243.06	
C10128	000	199	136	8019	SF			
C10128	000	199	136	8019	SF12		48.00	
OBJ-DETAIL	136						48.00	
C10128	000	199	440	1047	SF		1,549.80	
OBJ-DETAIL	440						1,549.80	
C10128	000	199	503	8019	SF		5.04	
OBJ-DETAIL	503						5.04	
C10128	000	199	504	8019	SF		6.72	
OBJ-DETAIL	504						6.72	
C10128	000	199	550	1047	SF		530.95	
C10128	000	199	550	1140	SF		34.00	
OBJ-DETAIL	550						564.95	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT C10128

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
ACTIVITY 199							22,589.49	SUBTOTAL
C10128	000	201	300	8002			148.00	
OBJ-DETAIL 300							148.00	
ACTIVITY 201							148.00	SUBTOTAL
C10128	000	899	001	8002			83.27	
OBJ-DETAIL 001							83.27	
C10128	000	899	136	0500			7.88	
OBJ-DETAIL 136							7.88	
C10128	000	899	192	8002			4.63	
OBJ-DETAIL 192							4.63	
C10128	000	899	504	0100			436.05	
OBJ-DETAIL 504							436.05	
C10128	000	899	550	8215			355.20	
OBJ-DETAIL 550							355.20	
C10128	000	899	553	0530			1.02	
OBJ-DETAIL 553							1.02	
C10128	000	899	555	0521			65.89	
C10128	000	899	555	0531			16.08	
C10128	000	899	555	8002			38.73	
OBJ-DETAIL 555							120.70	
C10128	000	899	597	8002			1,549.48	
OBJ-DETAIL 597							1,549.48	
C10128	000	899	598	8002				
OBJ-DETAIL 598								
ACTIVITY 899							2,558.23	SUBTOTAL
C10128	000	900	001	1070			911.41	
C10128	000	900	001	1083			820.65	
C10128	000	900	001	1093			55.39	
C10128	000	900	001	1094			1,083.03	
C10128	000	900	001	3015			201.10	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT C10128

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
C10128	000	900	001	8001			68.97
C10128	000	900	001	8002			95,872.50
C10128	000	900	001	8019			184.35
C10128	000	900	001	8026			1,499.72
C10128	000	900	001	8214			46.09
OBJ-DETAIL 001							100,743.21
C10128	000	900	008	8002			236.39
OBJ-DETAIL 008							236.39
C10128	000	900	030	1094			8.91
C10128	000	900	030	8002			5,536.64
C10128	000	900	030	8019			22.47
C10128	000	900	030	8026			587.96
OBJ-DETAIL 030							6,155.98
C10128	000	900	032	8002			610.44
OBJ-DETAIL 032							610.44
C10128	000	900	130	8002			455.14
C10128	000	900	130	8019	SF12		15.52
OBJ-DETAIL 130							470.66
C10128	000	900	134	1100			54.55
OBJ-DETAIL 134							54.55
C10128	000	900	150	8002			1.70
OBJ-DETAIL 150							1.70
C10128	000	900	190	8002			100.00
OBJ-DETAIL 190							100.00
C10128	000	900	199	8002			528.58
OBJ-DETAIL 199							528.58
C10128	000	900	260	8026			225.40
OBJ-DETAIL 260							225.40
C10128	000	900	425	8002			6.95
OBJ-DETAIL 425							6.95
C10128	000	900	450	8002			12.16

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT C10128

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
OBJ-DETAIL 450							12.16
C10128	000	900	470	1093			39.48
C10128	000	900	470	4061			132.86
C10128	000	900	470	8002			787.55
OBJ-DETAIL 470							959.89
C10128	000	900	472	1100			60.49
OBJ-DETAIL 472							60.49
C10128	000	900	504	1070			.84
C10128	000	900	504	7200			.84
C10128	000	900	504	8002			6.00
C10128	000	900	504	8010			5.04
C10128	000	900	504	8019			10.08
OBJ-DETAIL 504							22.80
C10128	000	900	548	1094			109.20
C10128	000	900	548	8002			3.60
C10128	000	900	548	8026			106.05
OBJ-DETAIL 548							218.85
C10128	000	900	550	1000			102.90
C10128	000	900	550	1094			20.00
C10128	000	900	550	8002			5,295.38
OBJ-DETAIL 550							5,418.28
C10128	000	900	551	1094			184.00
C10128	000	900	551	8002			1,029.00
OBJ-DETAIL 551							1,213.00
C10128	000	900	555	8002			53.23
OBJ-DETAIL 555							53.23
C10128	000	900	560	8002			23.01
OBJ-DETAIL 560							23.01
C10128	000	900	562	1100			45.00
C10128	000	900	562	8002			18.00
OBJ-DETAIL 562							63.00
C10128	000	900	570	8002			79.95

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT C10128

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
OBJ-DETAIL 570							79.95	
ACTIVITY 900							117,258.52	SUBTOTAL
C10128	000	901	001	7200			303.39	
C10128	000	901	001	7331			49.73	
C10128	000	901	001	7420			250.29	
C10128	000	901	001	7450			58.41	
C10128	000	901	001	7460			14.55	
C10128	000	901	001	7611			135.64	
C10128	000	901	001	7612			169.22	
C10128	000	901	001	7615			166.76	
OBJ-DETAIL 001							1,147.99	
C10128	000	901	504	7611			1.14	
C10128	000	901	504	7612			10.32	
OBJ-DETAIL 504							11.46	
ACTIVITY 901							1,159.45	SUBTOTAL
C10128	000	903	001	7450			97.36	
OBJ-DETAIL 001							97.36	
C10128	000	903	504	7450			3.12	
OBJ-DETAIL 504							3.12	
ACTIVITY 903							100.48	SUBTOTAL
C10128	000	905	001	7365			109.96	
C10128	000	905	001	8236			222.07	
OBJ-DETAIL 001							332.03	
C10128	000	905	504	7363			30.16	
OBJ-DETAIL 504							30.16	
ACTIVITY 905							362.19	SUBTOTAL
C10128	000	909	001	7111			315.92	
OBJ-DETAIL 001							315.92	
C10128	000	909	504	7100			5.00	
OBJ-DETAIL 504							5.00	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT C10128

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
ACTIVITY	909						320.92	SUBTOTAL
C10128	000	913	001	7740			23.67	
OBJ-DETAIL	001						23.67	
C10128	000	913	550	7740			3.00	
OBJ-DETAIL	550						3.00	
ACTIVITY	913						26.67	SUBTOTAL
C10128	000	914	001	1090			257.74	
C10128	000	914	001	7700			1,036.24	
OBJ-DETAIL	001						1,293.98	
C10128	000	914	030	1090			128.87	
OBJ-DETAIL	030						128.87	
C10128	000	914	550	1090			10.80	
OBJ-DETAIL	550						10.80	
ACTIVITY	914						1,433.65	SUBTOTAL
C10128	000	915	001	7114			534.13	
OBJ-DETAIL	001						534.13	
C10128	000	915	504	7114			42.66	
OBJ-DETAIL	504						42.66	
ACTIVITY	915						576.79	SUBTOTAL
C10128	000	920	001	0612			18.53	
C10128	000	920	001	0631			141.71	
OBJ-DETAIL	001						160.24	
ACTIVITY	920						160.24	SUBTOTAL
C10128	000	921	001	7200			262.96	
OBJ-DETAIL	001						262.96	
C10128	000	921	504	0100			3.60	
OBJ-DETAIL	504						3.60	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT C10128

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
ACTIVITY	921						266.56	SUBTOTAL
C10128	000	940	001	8214			4,020.77	
C10128	000	940	001	8215			80.44	
C10128	000	940	001	8223			49.62	
OBJ-DETAIL	001						4,150.83	
C10128	000	940	030	8214			42.23	
OBJ-DETAIL	030						42.23	
C10128	000	940	032	8214			18.86	
OBJ-DETAIL	032						18.86	
C10128	000	940	548	8215			6.80	
OBJ-DETAIL	548						6.80	
C10128	000	940	550	8215			53.30	
OBJ-DETAIL	550						53.30	
C10128	000	940	551	1094			25.00	
C10128	000	940	551	8002			7,165.02	
C10128	000	940	551	8004			121.50	
C10128	000	940	551	8213			16.00	
C10128	000	940	551	8214			1,119.00	
C10128	000	940	551	8215			1,010.00	
OBJ-DETAIL	551						9,456.52	
ACTIVITY	940						13,728.54	SUBTOTAL
C10128	000	990	555	0531			5.53	
OBJ-DETAIL	555						5.53	
ACTIVITY	990						5.53	SUBTOTAL
SUB-JOB	000	SUBTOTAL					166,365.90	
C10128	001	199	148	8019	SF12		185.00	
OBJ-DETAIL	148						185.00	
ACTIVITY	199						185.00	SUBTOTAL
C10128	001	230	270	8002			53.00	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT C10128

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
OBJ-DETAIL 270							53.00	
ACTIVITY 230							53.00	SUBTOTAL
C10128	001	899	148	1100			155.06	
OBJ-DETAIL 148							155.06	
ACTIVITY 899							155.06	SUBTOTAL
C10128	001	900	020	8002			98.00	
OBJ-DETAIL 020							98.00	
C10128	001	900	131	8002			38.90	
OBJ-DETAIL 131							38.90	
C10128	001	900	148	1100			168.24	
C10128	001	900	148	8002			79.95	
OBJ-DETAIL 148							248.19	
C10128	001	900	151	8002			2,063.90	
OBJ-DETAIL 151							2,063.90	
C10128	001	900	450	8002			7.00	
OBJ-DETAIL 450							7.00	
C10128	001	900	456	8002			34.06	
OBJ-DETAIL 456							34.06	
C10128	001	900	584	8002			139.07	
OBJ-DETAIL 584							139.07	
C10128	001	900	590	1130			57.85	
OBJ-DETAIL 590							57.85	
ACTIVITY 900							2,686.97	SUBTOTAL
SUB-JOB 001 SUBTOTAL							3,080.03	
C10128	010	201	349	8002			303.60	
OBJ-DETAIL 349							303.60	
ACTIVITY 201							303.60	SUBTOTAL

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT C10128

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C10128	010	416	450	8002			39.88	
OBJ-DETAIL	450						39.88	
ACTIVITY	416						39.88	SUBTOTAL
C10128	010	899	300	8002			1,000.00	
OBJ-DETAIL	300						1,000.00	
C10128	010	899	302	R			-10.44	
OBJ-DETAIL	302						-10.44	
ACTIVITY	899						989.56	SUBTOTAL
C10128	010	900	148	8002			159.90	
OBJ-DETAIL	148						159.90	
ACTIVITY	900						159.90	SUBTOTAL
SUB-JOB	010	SUBTOTAL					1,492.94	
C10128	011	050	001	0570			726.85	
OBJ-DETAIL	001						726.85	
C10128	011	050	008	0570			2.96	
OBJ-DETAIL	008						2.96	
C10128	011	050	110	0570			68.83	
OBJ-DETAIL	110						68.83	
C10128	011	050	112	0570			85.10	
OBJ-DETAIL	112						85.10	
C10128	011	050	114	0570			209.09	
OBJ-DETAIL	114						209.09	
ACTIVITY	050						1,092.83	SUBTOTAL
C10128	011	148	341	8002	SF11		944.97	
OBJ-DETAIL	341						944.97	
ACTIVITY	148						944.97	SUBTOTAL
C10128	011	159	450	8002	SF		133.61	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT C10128

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
OBJ-DETAIL 450							133.61	
C10128	011	159	490	8002	SF		1,250.00	
OBJ-DETAIL 490							1,250.00	
ACTIVITY 159							1,383.61	SUBTOTAL
C10128	011	201	300	8002			10,779.20	
OBJ-DETAIL 300							10,779.20	
ACTIVITY 201							10,779.20	SUBTOTAL
C10128	011	206	302	R			5,363.42	
OBJ-DETAIL 302							5,363.42	
C10128	011	206	336	8002	SF01		-2,055.54	
OBJ-DETAIL 336							-2,055.54	
ACTIVITY 206							3,307.88	SUBTOTAL
C10128	011	899	001	0515			18.36	
C10128	011	899	001	0521			5.39	
OBJ-DETAIL 001							23.75	
C10128	011	899	199	0530			1.74	
C10128	011	899	199	8002			.99	
OBJ-DETAIL 199							2.73	
C10128	011	899	300	8002			837,468.01	
OBJ-DETAIL 300							837,468.01	
C10128	011	899	302	R			-5,352.98	
OBJ-DETAIL 302							-5,352.98	
C10128	011	899	336	8002	SF01		107,268.51	
OBJ-DETAIL 336							107,268.51	
C10128	011	899	598	0631			-190,000.00	
OBJ-DETAIL 598							-190,000.00	
ACTIVITY 899							749,410.02	SUBTOTAL
C10128	011	901	001	0521			8.74	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT C10128

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
OBJ-DETAIL	001						8.74	
ACTIVITY	901						8.74	SUBTOTAL
C10128	011	983	001	8019			6.08	
C10128	011	983	001	8019	SF12		98.68	
OBJ-DETAIL	001						104.76	
C10128	011	983	420	8019			41.00	
OBJ-DETAIL	420						41.00	
C10128	011	983	504	8019			238.04	
OBJ-DETAIL	504						238.04	
ACTIVITY	983						383.80	SUBTOTAL
C10128	011	990	001	0521			18.00	
OBJ-DETAIL	001						18.00	
ACTIVITY	990						18.00	SUBTOTAL
SUB-JOB	011	SUBTOTAL					767,329.05	
C10128	021	899	598	0631			130,000.00	
OBJ-DETAIL	598						130,000.00	
ACTIVITY	899						130,000.00	SUBTOTAL
SUB-JOB	021	SUBTOTAL					130,000.00	
C10128	030	201	300	8002			2,700.00	
OBJ-DETAIL	300						2,700.00	
ACTIVITY	201						2,700.00	SUBTOTAL
SUB-JOB	030	SUBTOTAL					2,700.00	
C10128	050	199	550	8019	SF			
C10128	050	199	550	8019	SF12		138.30	
OBJ-DETAIL	550						138.30	
ACTIVITY	199						138.30	SUBTOTAL

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT C10128

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C10128	050	934	550	7120			1.75	
OBJ-DETAIL	550						1.75	
ACTIVITY	934						1.75	SUBTOTAL
SUB-JOB	050	SUBTOTAL					140.05	
C10128	081	899	598	0631			60,000.00	
OBJ-DETAIL	598						60,000.00	
ACTIVITY	899						60,000.00	SUBTOTAL
SUB-JOB	081	SUBTOTAL					60,000.00	
EA	C10128	TOTAL					1,131,107.97	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT R53776

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
R53776	000	286	001	7142			42.96	
R53776	000	286	001	7700			24.87	
OBJ-DETAIL 001							67.83	
R53776	000	286	504	7142			270.72	
R53776	000	286	504	7781			1.68	
OBJ-DETAIL 504							272.40	
R53776	000	286	548	0966			128.00	
OBJ-DETAIL 548							128.00	
ACTIVITY 286							468.23	SUBTOTAL
R53776	000	414	001	7740			20.14	
OBJ-DETAIL 001							20.14	
ACTIVITY 414							20.14	SUBTOTAL
R53776	000	415	001	7700			37.32	
OBJ-DETAIL 001							37.32	
ACTIVITY 415							37.32	SUBTOTAL
R53776	000	430	001	7700			189.33	
OBJ-DETAIL 001							189.33	
ACTIVITY 430							189.33	SUBTOTAL
R53776	000	432	001	7740			165.67	
OBJ-DETAIL 001							165.67	
ACTIVITY 432							165.67	SUBTOTAL
R53776	000	439	001	7700			66.08	
OBJ-DETAIL 001							66.08	
ACTIVITY 439							66.08	SUBTOTAL
R53776	000	899	204	7740			40.50	
OBJ-DETAIL 204							40.50	
R53776	000	899	226	7740			2,151.37	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT R53776

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
OBJ-DETAIL 226							2,151.37	
R53776	000	899	299	0966				***
R53776	000	899	299	7142				***
R53776	000	899	299	7142				
R53776	000	899	299	7700				
R53776	000	899	299	7740				***
R53776	000	899	299	7740				
R53776	000	899	299	7781				***
R53776	000	899	299	9999				***
OBJ-DETAIL 299								
R53776	000	899	316	7740			6,875.00	
OBJ-DETAIL 316							6,875.00	
R53776	000	899	350	7740			25,000.00	
OBJ-DETAIL 350							25,000.00	
R53776	000	899	354	7740			2,325.00	
OBJ-DETAIL 354							2,325.00	
R53776	000	899	358	7740			9.91	
OBJ-DETAIL 358							9.91	
R53776	000	899	380	7740			10,000.00	
OBJ-DETAIL 380							10,000.00	
R53776	000	899	570	9999			112.50	
OBJ-DETAIL 570							112.50	
ACTIVITY	899						46,514.28	SUBTOTAL
SUB-JOB	000	SUBTOTAL					47,461.05	
EA	R53776	TOTAL					47,461.05	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT R53777

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
R53777	000	286	001	7700			95.64	
OBJ-DETAIL 001							95.64	
R53777	000	286	504	7781			5.32	
OBJ-DETAIL 504							5.32	
ACTIVITY 286							100.96	SUBTOTAL
R53777	000	407	354	7740			225.00	
OBJ-DETAIL 354							225.00	
ACTIVITY 407							225.00	SUBTOTAL
R53777	000	414	001	7740			150.35	
OBJ-DETAIL 001							150.35	
ACTIVITY 414							150.35	SUBTOTAL
R53777	000	415	001	7700			47.34	
R53777	000	415	001	7740			47.33	
R53777	000	415	001	7784			21.11	
OBJ-DETAIL 001							115.78	
ACTIVITY 415							115.78	SUBTOTAL
R53777	000	421	357	7780			40.00	
OBJ-DETAIL 357							40.00	
ACTIVITY 421							40.00	SUBTOTAL
R53777	000	899	204	7740			40.50	
OBJ-DETAIL 204							40.50	
R53777	000	899	226	7740			789.66	
OBJ-DETAIL 226							789.66	
R53777	000	899	299	7700				
R53777	000	899	299	7740			***	
R53777	000	899	299	7740				
R53777	000	899	299	7780			***	
R53777	000	899	299	7781			***	
R53777	000	899	299	7784			***	
R53777	000	899	299	7784				

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT R53777

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
OBJ-DETAIL 299								
R53777	000	899	316	7740			6,875.00	
OBJ-DETAIL 316							6,875.00	
R53777	000	899	350	7740			7,500.00	
OBJ-DETAIL 350							7,500.00	
R53777	000	899	357	7780			226.00	
OBJ-DETAIL 357							226.00	
R53777	000	899	389	7784			871.90	
OBJ-DETAIL 389							871.90	
ACTIVITY	899						16,303.06	SUBTOTAL
R53777	000	900	382	7784			348.00	
OBJ-DETAIL 382							348.00	
ACTIVITY	900						348.00	SUBTOTAL
SUB-JOB	000 SUBTOTAL						17,283.15	
EA	R53777 TOTAL						17,283.15	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT R53784

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
R53784	000	414	001	7740			296.20	
OBJ-DETAIL	001						296.20	
ACTIVITY	414						296.20	SUBTOTAL
R53784	000	415	001	7700			20.99	
OBJ-DETAIL	001						20.99	
ACTIVITY	415						20.99	SUBTOTAL
R53784	000	419	001	7700			13.82	
OBJ-DETAIL	001						13.82	
ACTIVITY	419						13.82	SUBTOTAL
R53784	000	420	001	7700			102.29	
OBJ-DETAIL	001						102.29	
ACTIVITY	420						102.29	SUBTOTAL
R53784	000	421	001	7700			27.42	
R53784	000	421	001	7780			26.11	
OBJ-DETAIL	001						53.53	
ACTIVITY	421						53.53	SUBTOTAL
R53784	000	426	001	7700			42.95	
OBJ-DETAIL	001						42.95	
ACTIVITY	426						42.95	SUBTOTAL
R53784	000	439	001	7700			9.27	
OBJ-DETAIL	001						9.27	
ACTIVITY	439						9.27	SUBTOTAL
R53784	000	899	229	7781			15.00	
OBJ-DETAIL	229						15.00	
R53784	000	899	299	7700				
R53784	000	899	299	7740				***
R53784	000	899	299	7740				
R53784	000	899	299	7780				***

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT R53784

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
R53784	000	899	299	7780				
R53784	000	899	299	7781				***
OBJ-DETAIL 299								
R53784	000	899	350	7740			16,900.00	
OBJ-DETAIL 350							16,900.00	
R53784	000	899	357	7780			35.00	
OBJ-DETAIL 357							35.00	
R53784	000	899	358	7740			122.25	
OBJ-DETAIL 358							122.25	
ACTIVITY	899						17,072.25	SUBTOTAL
SUB-JOB	000 SUBTOTAL						17,611.30	
EA	R53784 TOTAL						17,611.30	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT R53786

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
R53786	000	414	001	7700			10.56	
R53786	000	414	001	7740			755.68	
OBJ-DETAIL 001							766.24	
R53786	000	414	550	7740			16.50	
OBJ-DETAIL 550							16.50	
ACTIVITY 414							782.74	SUBTOTAL
R53786	000	415	001	7700			115.40	
R53786	000	415	001	7740			257.26	
OBJ-DETAIL 001							372.66	
R53786	000	415	550	7740			4.20	
OBJ-DETAIL 550							4.20	
ACTIVITY 415							376.86	SUBTOTAL
R53786	000	420	001	7700			43.92	
OBJ-DETAIL 001							43.92	
ACTIVITY 420							43.92	SUBTOTAL
R53786	000	426	001	7781			21.05	
OBJ-DETAIL 001							21.05	
ACTIVITY 426							21.05	SUBTOTAL
R53786	000	428	001	7740			212.13	
OBJ-DETAIL 001							212.13	
ACTIVITY 428							212.13	SUBTOTAL
R53786	000	899	228	7780			15.00	
OBJ-DETAIL 228							15.00	
R53786	000	899	299	7700				
R53786	000	899	299	7740				***
R53786	000	899	299	7740				
R53786	000	899	299	7780				***
R53786	000	899	299	7781				
R53786	000	899	299	7782				***
R53786	000	899	299	7784				***

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT R53786

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
OBJ-DETAIL 299								
R53786	000	899	350	7740			11,175.00	
OBJ-DETAIL 350							11,175.00	
R53786	000	899	357	7780			145.00	
OBJ-DETAIL 357							145.00	
R53786	000	899	358	7740			291.91	
R53786	000	899	358	7782			646.23	
OBJ-DETAIL 358							938.14	
R53786	000	899	362	7740			5,325.00	
OBJ-DETAIL 362							5,325.00	
R53786	000	899	380	7784			6,612.00	
OBJ-DETAIL 380							6,612.00	
ACTIVITY	899						24,210.14	SUBTOTAL
SUB-JOB	000	SUBTOTAL					25,646.84	
EA	R53786	TOTAL					25,646.84	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT R53787

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
R53787	000	414	001	7740			553.15	
OBJ-DETAIL 001							553.15	
R53787	000	414	550	7740			39.90	
OBJ-DETAIL 550							39.90	
ACTIVITY 414							593.05	SUBTOTAL
R53787	000	415	001	7700			51.09	
R53787	000	415	001	7740			66.39	
R53787	000	415	001	7784			10.56	
OBJ-DETAIL 001							128.04	
ACTIVITY 415							128.04	SUBTOTAL
R53787	000	420	001	7700			25.92	
R53787	000	420	001	7782			42.11	
OBJ-DETAIL 001							68.03	
ACTIVITY 420							68.03	SUBTOTAL
R53787	000	426	001	7700			8.42	
OBJ-DETAIL 001							8.42	
ACTIVITY 426							8.42	SUBTOTAL
R53787	000	428	001	7740			22.13	
OBJ-DETAIL 001							22.13	
ACTIVITY 428							22.13	SUBTOTAL
R53787	000	899	299	7700				
R53787	000	899	299	7740				***
R53787	000	899	299	7740				
R53787	000	899	299	7780				***
R53787	000	899	299	7782				
R53787	000	899	299	7784				***
R53787	000	899	299	7784				
OBJ-DETAIL 299								
R53787	000	899	357	7780			103.00	
OBJ-DETAIL 357							103.00	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT R53787

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
R53787	000	899	380	7784			9,596.00	
OBJ-DETAIL	380						9,596.00	
ACTIVITY	899						9,699.00	SUBTOTAL
SUB-JOB	000	SUBTOTAL					10,518.67	
EA	R53787	TOTAL					10,518.67	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT R53794

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
R53794	000	414	001	7740			120.84	
OBJ-DETAIL 001							120.84	
R53794	000	414	550	7740			3.00	
OBJ-DETAIL 550							3.00	
ACTIVITY	414						123.84	SUBTOTAL
R53794	000	420	001	7782			4.26	
OBJ-DETAIL 001							4.26	
ACTIVITY	420						4.26	SUBTOTAL
R53794	000	899	299	7700				***
R53794	000	899	299	7740				***
R53794	000	899	299	7740				
R53794	000	899	299	7782				
OBJ-DETAIL 299								
R53794	000	899	350	7750				
OBJ-DETAIL 350								
R53794	000	899	357	7700			25.00	
OBJ-DETAIL 357							25.00	
R53794	000	899	358	7750				
OBJ-DETAIL 358								
ACTIVITY	899						25.00	SUBTOTAL
SUB-JOB	000	SUBTOTAL					153.10	
EA	R53794	TOTAL					153.10	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT R53796

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
R53796	000	420	001	7700			13.15	
OBJ-DETAIL 001							13.15	
ACTIVITY 420							13.15	SUBTOTAL
R53796	000	899	299	7700				
R53796	000	899	299	7780				***
OBJ-DETAIL 299								
R53796	000	899	357	7780			9.00	
OBJ-DETAIL 357							9.00	
ACTIVITY 899							9.00	SUBTOTAL
SUB-JOB 000 SUBTOTAL							22.15	
EA R53796 TOTAL							22.15	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT R53799

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
R53799	000	414	550	7740			6.00	
OBJ-DETAIL	550						6.00	
ACTIVITY	414						6.00	SUBTOTAL
R53799	000	899	299	7740				***
OBJ-DETAIL	299							
ACTIVITY	899							SUBTOTAL
SUB-JOB	000	SUBTOTAL					6.00	
EA	R53799	TOTAL					6.00	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT R53800

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
R53800	000	415	001	7700			31.67	
OBJ-DETAIL 001							31.67	
ACTIVITY	415						31.67	SUBTOTAL
R53800	000	899	299	7700				
R53800	000	899	299	7784				***
OBJ-DETAIL 299								
R53800	000	899	394	7784			654.00	
OBJ-DETAIL 394							654.00	
ACTIVITY	899						654.00	SUBTOTAL
SUB-JOB	000	SUBTOTAL					685.67	
EA	R53800	TOTAL					685.67	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT R53802

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
R53802	000	899	299	7740				***
OBJ-DETAIL 299								
R53802	000	899	350	7740			400.00	
OBJ-DETAIL 350							400.00	
ACTIVITY	899						400.00	SUBTOTAL
SUB-JOB	000 SUBTOTAL						400.00	
EA	R53802 TOTAL						400.00	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

34-1903
34-2544

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT C0341990

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C0341990	000	899	504	0100			1.80	
OBJ-DETAIL 504							1.80	
ACTIVITY 899							1.80	SUBTOTAL-p.m
C0341990	000	900	001	1090			314.64	
OBJ-DETAIL 001							314.64	
ACTIVITY 900							314.64	SUBTOTAL-p.m.
C0341990	000	903	001	7420			356.62	
OBJ-DETAIL 001							356.62	
C0341990	000	903	030	7420			142.45	
OBJ-DETAIL 030							142.45	
ACTIVITY 903							499.07	SUBTOTAL-B.of
C0341990	000	905	001	7000			19.29	
C0341990	000	905	001	7300			60.44	
C0341990	000	905	001	7350			99.78	
C0341990	000	905	001	7363			33.77	
C0341990	000	905	001	7365			243.03	
OBJ-DETAIL 001							456.31	
C0341990	000	905	130	7300			19.50	
OBJ-DETAIL 130							19.50	
ACTIVITY 905							475.81	SUBTOTAL-final
C0341990	000	906	001	7310			189.94	
OBJ-DETAIL 001							189.94	
ACTIVITY 906							189.94	SUBTOTAL-final
C0341990	000	907	001	7331			54.76	
OBJ-DETAIL 001							54.76	
ACTIVITY 907							54.76	SUBTOTAL-TP 405
C0341990	000	909	001	7111				
OBJ-DETAIL 001								

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

8/21/01

16-21-H-12-91

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT C0341990

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C0341990	000	909	504	7100				
OBJ-DETAIL	504							
ACTIVITY	909							SUBTOTAL
C0341990	000	914	001	7700				
C0341990	000	914	001	7783			269.15	
OBJ-DETAIL	001						269.15	
ACTIVITY	914						269.15	SUBTOTAL - utility
C0341990	000	921	001	7200			655.95	
OBJ-DETAIL	001						655.95	
C0341990	000	921	136	0500			837.28	
OBJ-DETAIL	136						837.28	
C0341990	000	921	501	0100			230.50	
C0341990	000	921	501	7200			71.00	
OBJ-DETAIL	501						301.50	
C0341990	000	921	504	0100			11.00	
OBJ-DETAIL	504						11.00	
ACTIVITY	921						1,805.73	SUBTOTAL - specs.
C0341990	000	923	001	7530			39.12	
OBJ-DETAIL	001						39.12	
ACTIVITY	923						39.12	SUBTOTAL - ENVIRON
SUB-JOB	000	SUBTOTAL					3,650.02	
C0341990	010	020	598	7100			2.15	
OBJ-DETAIL	598						2.15	
ACTIVITY	020						2.15	SUBTOTAL - training N.P
C0341990	010	899	016	0521			-432.93	
OBJ-DETAIL	016						-432.93	- personal leave N.P.
C0341990	010	899	299	0100			3,462.45	***

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 04-12-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/06/91
FOR EXPENDITURE ACCOUNT C0341990

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
OBJ-DETAIL	299						3,462.45	
ACTIVITY	899						3,029.52	SUBTOTAL
SUB-JOB	010	SUBTOTAL					8,031.67	
C0341990	011	020	598	7100			-2,508.33	
OBJ-DETAIL	598						-2,508.33	
ACTIVITY	020						-2,508.33	SUBTOTAL
C0341990	011	899	194	0100			4.12	
OBJ-DETAIL	194						4.12	
C0341990	011	899	299	0100			175,559.68	***
OBJ-DETAIL	299						175,559.68	
ACTIVITY	899						175,563.80	SUBTOTAL
SUB-JOB	011	SUBTOTAL					173,055.47	
C0341990	021	899	299	0100			39,070.59	***
OBJ-DETAIL	299						39,070.59	
ACTIVITY	899						39,070.59	SUBTOTAL
SUB-JOB	021	SUBTOTAL					39,070.59	
EA	C0341990	TOTAL					218,807.75	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

jc cc: OSHD (D. Forbes)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

RECEIVED
STATE HWY ENGR
OCT 3 '90
ASSIGNED TO Husby FOR
INFO | INVES | ROUGH DRAFT | DIRECT REPLY | SIGN | AGT | FILE

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Washington	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
9/17/90	Christine J. Canham, Assistant Area Engineer	IX-32(87)1089

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
9/19/86	2/1/88	136 %	100 Calendar Days

LOCATION

Tualatin Valley Hwy at S. W. 185th Avenue

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

TUALATIN VALLEY HIGHWAY
Grading, Paving, Signing & Signals

This project provided for left turn lanes on all four legs of the Tualatin Valley Highway - S. W. 185th Avenue intersection and widened 185th Avenue to four lanes at the approach to the intersection.

The Southern Pacific Transportation Company, through Service Contract No. 85-6, agreed to widen their railroad crossing on 185th Avenue to 66 feet and install automatic gates and flashing lights as part of this project. Their estimated costs to perform this work was 15% higher than their actual cost of $107,168.

K. F. Jacobsen & Co. was awarded the construction contract on September 17, 1985. Work began on March 17, 1986 and was completed in 136 calendar days, 36 days beyond the 100 calendar day specified contract completion time. A 35 calendar day time extension was granted the contractor for additional work, which left only one day of liquidated damages.

The final cost of the project overran the original estimate by 13%. A 14% overrun in original bid items, 56% overrun in contingencies and 83% overrun in construction engineering accounted for the increased project cost. Of the bid items, general excavation and treated base significantly contributed to the overrun. The existing roadway was originally to remain and be overlaid but was excavated because of its poor condition in place of a new base and AC course. The engineering overrun resulted from the contractor's additional 36 days needed to complete the work.

The State's Material engineer has certified the materials incorporated into the job are in close conformity with the plans and specifications. A $4,600 bonus was given for asphalt concrete quality.

All minor change orders not previously approved are hereby approved. A final inspection was held on April 23, 1987.

- CJC -

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Christine Canham		SIGNATURE John T. Price	
TITLE Assistant Area Engineer	DATE 9/28/90	TITLE District Engineer	DATE 10/2/90

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

10,128

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
THE OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97301

December 22, 1989
IN REPLY REFER TO
HAM.1-OR/120.3

PROGRAM SECTION
Manager_____ Admin_____
Program____ Fiscal____ Local____

JAN 03 1990

Refer To _____
R/D_____ D/R_____ Act_____
Discuss____ File____ Discard____

Mr. Donald E. Forbes
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Forbes:

Final Voucher Payment

The following voucher has been approved for payment in the amount submitted:

ROW	C0052509	F 1(35)	$0.00	Scappoose Section
ROW	C0212508	F 2-4(16)	0.00	Oregon Coast Highway at Sogen. Rd.
PE	C0181714	F 4-1(19)	0.00	Diamond Lake Quarry
ROW	C0092509	F 4-2(17)	0.00	OB Riley Road - Bronterhaven
ROW	C0152531	F 13(14)	0.00	Sams Valley Highway Dist.
ROW	C1362552	F 75(16)	0.00	Villa Rd. Connection
ROW	6242540	IR 5-5(81)	0.00	Woodburn Truck Scales
ROW	6262517	I 5-6(97)	0.00	Brech and I-5 Interchange
10322		RS B552(2)	0.00	OR 8 Highway - Parker Hill
PE ROW	2171945 2172521	BROS 1700(2)	0.00	Murray Creek Channel Rd.
ROW	342544	IX 32(14)	0.00	TV Hwy at SW 185th Ave

Sincerely yours,

/s/ J. Burrow

Dale E. Wilken
Division Administrator

MKS

10,128

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-6-89

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION: 580

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*: Treasurer of the State of Oregon

PAID BY

ADDRESS: Capitol Building
Salem, Oregon 97310

(For use of Paying Office)

STATE: Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD — FROM: 05/30/84 — TO: 09/27/89

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.: IX-32(14)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$1,174,468.42	$1,169,908.59	85%	$994,422.30	$994,422.30	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	12/06/89	Assistant Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	T.V. Hwy. at S.W. 185th Ave. (Aloha) Section Tualatin Valley Highway Washington County					
	Right of Way Type Code ROW.					
	Right of Way		All Required		$1,169,908.59	
	Non Participating Project Cost					
	Right of Way		All Required		4,559.83	
					$	
	Total Project Cost				$1,174,468.42	

AMOUNT CARRIED FORWARD .....

10,128

March 11, 1988

CON 5 - 10,128

St. Paul Fire and Marine Insurance Co.
825 N.E. Multnomah, Suite 800
Portland, OR 97232

On February 17, 1988, we wrote to you concerning release of final payment on Contract No. 10,128 awarded to K. F. Jacobsen & Co., Inc. for work on the Tualatin Valley Highway at S. W. 185th Avenue in Washington County.

Final payment on this contract is $4,454.90 and the total contract amount is $852,095.21 including $30,593.99 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

slp
cc: K. F. Jacobsen & Co., Inc.
4315 S.E. McLoughlin Blvd.
Portland, OR 97202

Rollins Burdick Hunter of Oregon, Inc.
1211 S. W. Fifth Ave.
Portland, OR 97204-3799

bc: C. O. Fredrickson
Walt Hart
Mike Gander
Rick Kuehn

10,128

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10128

TO: Commission Services

DATE: February 1, 1988

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10128 , On Site Work Substantially Completed September 19, 1986

All Work Completed September 10, 1987

Project Tualatin Valley Hwy. @ SW 185th Ave.

Highway Tualatin Valley

County Washington

Type of Work Grade, Pave, Signing and Signals

Contractor K. F. Jacobsen & Co., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-17-88 Surety ltr. sent.

RECEIVED
FEB -3 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-32(17)

2. STATE PROJECT NO.

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90008

2A. COUNTY NAME
Washington

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
August 15, 1987

8. FEDERAL ROUTE NUMBER
FAP 32

9. STATE ROUTE NUMBER
29

10. GENERAL LOCATION:
S. W. T. V. Hwy at S. W. 185th Avenue

11. GENERAL DESCRIPTION OF WORK
Project Monumentation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON AN ~~XXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 8/15/87 as requested in Mr. Fredrickson's letter of 9/24/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 12 is approved to a TEC of $18,000; Federal Funds $15,300.

RECEIVED
STATE HWY ENGR
OCT 8 '87
Gilmour
REFER TO
Potter
FOR

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/7/87		For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,128

OREGON DEPARTMENT OF TRANSPORTATION — HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: ~~June~~ 12, 1987

PROJECT NAME (SECTION): ~~Tualatin Valley Hwy @ SW 185th Ave.~~

CONTRACT NO: 10128

HIGHWAY: Tualatin Valley

COUNTY: Washington

F.A. PROJECT NO: (X 32(17)

CONTRACTOR: K.F. Jacobsen & Co Inc.

KIND OF WORK: Grading, Paving

DATE OF AWARD: September 17, 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION: $ 1,139,988.06

ESTIMATED PROJECT COST: $ 1,124,844.00

ESTIMATED PERCENT OVERRUN/UNDERRUN: 1.1 %

ENGINEERING

AUTHORIZATION: $ 130,000.00

COST THIS WEEK: $ 297.00

TOTAL TO DATE: $ 147,027.00

PERCENT OF AUTHORIZATION: 113 %

FIRST NOTIFICATION DATE: May 7, 1986

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND: SEPTEMBER 19, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: Sept. 9, 1987

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
CD	08/15/86	100	136.0	136	NO
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100%

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	Signs
ORIG. CONTRACT QUANTITIES	3,708 Tn	5,000 Tn	6,135 Tn			
EST. CORRECTED QUANTITIES	5,464 Tn	9,092 Tn	6,265 Tn			
EST. PERFORMED TO DATE	5,464 Tn	9,092 Tn	6,265 Tn			
PERCENT PERFORMED TO DATE	100	100	100	100	0	100

ACTIVITIES THIS WEEK:

Sent in remainder of semi-final documents on Wed., Sept. 9, 1987.

Sent 3rd Notification to Region, Sept. 11, 1987.

This is the last report for this project.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): Robert Heard

Robert Heard

734-3001 (REV. 8-86)

CONSTRUCTION SECTION

10.128

August 10, 1987

K. F. Jacobsen & Co., Inc.
4315 SE McLoughlin Blvd.
P. O. Box 02215
Portland, OR 97202

CON 5
10128

Re: Time Extension Request
Tualatin Valley Highway at SW 185th Avenue
Contract No. 10128
FAP No. IX-82(17)

Your second request for additional contract time in which to complete the above subject project has been carefully reviewed. You have requested an additional 15 calendar days of contract time due to a contract revision from use of THHN to XHHW wire for loop detectors and a late delivery of signs by a supplier. Both of these issues were directly related to work of your subcontractor, Hamilton Electric.

Your request for additional time based upon the late sign delivery is denied. Our review indicates that a contract time adjustment of an additional 14 calendar days is warranted due to the change in type of wire to be used in the loop detectors.

In summary, a contract time adjustment of an additional 14 calendar days is granted due to the revised work and its material ordering and delivery. The adjusted time of completion of this contract is September 19, 1986. One (1) day of liquidated damages remains.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Bob Heard.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Rick Kuehn w/att.
Bob Heard w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: July 27, 1987

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT:

Tualatin Valley Highway @ S.W. 185th Avenue
Tualatin Valley Highway
Contract No. 10128

Attached is a request for time extension from the contractor, requesting an additional 15 days. The original contract time ran out on August 15, 1986, and a 21 calendar day extension was granted, bringing the new completion date to September 4, 1986.

The contractor made the second request to the Project Manager on November 26, 1986, and an answer was sent from the Project Manager's office on February 13, 1987, denying the request based on the notice requirements. The Project Manager subsequantly learned he could not grant nor deny time on a contract and his analysis of the second request was made and forwarded to Region on May 12, 1987. This request and the anlysis was held in the Region, pending a response to the letter of denial from the Project Manager.

On June 27, 1987 the contractor wrote a letter to the Project Manger, asking for a review of the time extension request.

In Art Sasse's letter of May 12, 1987, he states that we gave the contractor the understanding that contract time had been extended to November 15, 1986, due to our request for a fall planning of some of the landscaping, as shown on PA 5. Based on Art's analysis of the time it took to install the heavier XHHN wire, and the circumstances surrounding that installation. I agree with his recommendation to grant an additional 14 days.

If you need more information, or more justification, Bob Heard,Art Sasse and I are available for a meeting.

MC:cms

cc: Heard

RECEIVED
JUL 1987
CONSTRUCTION SECTION

SPC ... TC
SA ... TT
FE ... CP
P2C ...
OCS ...
FILE ...

CA ...
CAM ...
EEO ...

25-1387

jc 10,128

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-32(17)
2. STATE PROJECT NO.:
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 90008
2A. COUNTY NAME: Washington
6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: June 29, 1987
8. FEDERAL ROUTE NUMBER: FAP 32
9. STATE ROUTE NUMBER: 29

10. GENERAL LOCATION:

T. V. Highway at S. W. 185th Ave. (Aloha)

11. GENERAL DESCRIPTION OF WORK

Install reflectorized pavement markers.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [XX] CONSTRUCTION PROCEED ON A[illegible] FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6/29/87 as requested in Mr. Fredrickson's letter of 7/17/87 as being cost effective for the use of Washington County forces to proceed with the above work.

State Force Order No. 11 is approved to a TEC of $500; Federal Funds $425.

RECEIVED
STATE HWY ENGR
AUG 4'87
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE: 7/30/87
15. SIGNATURE OF APPROVING OFFICIAL: [signature]
16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,128

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATIC
FEDERAL HIGHWAY ADMINISTRATIC

5-26-87

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 2/08/78

TO 7/30/85

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IX-32(7)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
580	39,070.59	39,070.59	85%	33,210.00	33,210.00	-0-
823	179,816.16	176,784.49	85%	150,266.82	150,266.82	-0-
	218,886.75	215,855.08	85%	183,476.82	183,476.82	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	5/26/87	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	T.V. HWY. AT S.W. 185TH AVE. (ALOHA) SECTION SR29 IN WASHINGTON COUNTY					
	Preliminary Engineering Type Code P.E.					
	State (580)	All Required			$ 39,070.59	
	State (823)	All Required			176,784.49	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				**$215,855.08**	
	Non Participating Project Cost					
	State (P.E.)	All Required			$ 3,031.67	
	TOTAL PROJECT COST				**$218,886.75**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 5/14/87.					

$79.00 has been added to match this F.V.
as an accounting expenditure

AMOUNT CARRIED FORWARD .....

10, 12

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: May 6, 1987

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5
10128

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-32(17)

Contract 10128, Work Completed September 19, 1986

Project Tualatin Valley Highway at SW 185th Avenue

Highway Tualatin Valley

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 4-23-87

Dale E. Wilken
Division Administrator

BMW:11

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
MAY 12 '87
REFER TO
FOR
Info Invest R/D R/R Sign Act File

NOTED
LARRY RULIEN

RECEIVED
MAY - 7 1987
OREGON DIVISION

Form 734-3122 (1-87)

10,128 — 34-1028 — 10128

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-27-87

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
Oregon	IX-32(~~X~~) (7)
PROGRAM APPROVED	VOUCHER PERIOD From: 2/08/78 To: 7/30/85

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
580	39,070.59	39,070.59	85%	33,210.00	33,210.00	-0-
823	179,816.16	176,784.49	85%	150,266.82	150,266.82	-0-
	218,886.75	215,855.08	85%	183,476.82	183,476.82	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 4/27/87 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	T.V. HWY. AT S.W. 185TH AVE. (ALOHA) SECTION SR29 IN WASHINGTON COUNTY					
	Preliminary Engineering Type Code P.E.					
	State (580)	All Required			$ 39,070.59	
	State (823)	All Required			176,784.49	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				**$215,855.08**	
	Non Participating Project Cost					
	State (P.E.)	All Required			$ 3,031.67	
	TOTAL PROJECT COST				**$218,886.75**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 4/16/87.					
	AMOUNT CARRIED FORWARD					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — JUNE 1985 — PAGE 861

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	034 1968	910	00	P	1	10,355.89	25,533.55	25,533.55
	034 1968	910	00	N	1	69.97	139.97	139.97
	034 1968	913	00	P	1	398.15	2,001.90	2,001.90
	034 1968	914	00	P	1	.87CR	431.89	431.89
	034 1968	916	00	P	1	3.73CR	1,748.58	1,748.58
	034 1968	918	00	P	1		11.02	11.02
	034 1968	926	00	P	1	6,293.95	18,447.85	18,447.85
	034 1968	926	00	N	1		196.95	196.95
	034 1968	934	00	P	1	.14CR	29.94	29.94
	034 1968	935	00	P	1	277.14	1,586.35	1,586.35
	034 1968	936	00	P	1	372.92	8,982.59	8,982.59
	034 1968	938	00	P	1	.88CR	193.62	193.62
	034 1968	950	00	P	1	3.00CR	710.39	710.39
	TOT		P1			27,276.94	122,928.73	122,928.73
	TOT		N1			286.32	711.78	711.78
	** JOB TOTALS **					27,563.26 **	123,640.51 **	123,640.51 **

MURRAY BLVD — CONT NO — FA PROJ NOS F 9067002 100 — STATE

	034 1969	901	00	P	1	10,394.90	14,288.91	14,288.91
	034 1969	907	00	P	1	763.85	1,559.78	1,559.78
	034 1969	910	00	P	1	.62	117.74	117.74
	034 1969	918	00	P	1	6.46	6.46	6.46
	034 1969	950	00	P	1	252.56	379.78	379.78
	TOT		P1			11,418.39	16,352.67	16,352.67
	** JOB TOTALS **					11,418.39 **	16,352.67 **	16,352.67 **

T V HWY @ SW 152ETH AVE — CONT NO — FA PROJ NOS XT 0032007 100 XTO 0032007 — STATE

	034 1990	296	00	N	9	3,726.26CR	10,588.71CR	~~186,589.67CR~~
	034 1990	297	00	N	9			12,600.00
	034 1990	298	00	N	9	3,726.26	10,588.71	~~173,989.67~~
	034 1990	901	00	P	1	114.59	3,704.64	38,682.96
	034 1990	901	00	P	2			39,070.59
	034 1990	901	00	N	1			1,827.16
	034 1990	902	00	P	1			4,392.59
	034 1990	902	00	N	1			470.74
	034 1990	905	00	P	1	454.86	2,074.34	15,961.72
	034 1990	906	00	P	1	40.52	667.63	2,059.65
	034 1990	907	00	P	1			600.13
	034 1990	908	00	P	1			169.86
	034 1990	909	00	P	1	3.20CR	723.70	14,935.40
	034 1990	909	00	N	1			3.99
	034 1990	910	00	P	1			3,184.24
	034 1990	911	00	P	1	294.76	1,604.74	6,359.59
	034 1990	912	00	P	1			127.32
	034 1990	913	00	P	1	2.50CR	553.26	17,062.34
	034 1990	913	00	N	1			24.00
	034 1990	914	00	P	1	56.15	1,097.39	2,224.19

2 pm
- 001 H.P.
- Citizen H.P.
- Citizen
- Land
- Preliminary
- Engineering
- R/W Dept H.P.
- R/W Dept
- Geology
- Traffic
- Landscape
- R/W Liaison H.P.
- R/W Liaison
- Utility

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — JUNE 1985 — PAGE 862

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	034 1990	916	00	P	1			3,900.49- Pedestrians
	034 1990	918	00	P	1			969.18- Local
	034 1990	920	00	P	1	.54CR	120.66	407.11- Program
	034 1990	921	00	P	1	189.80	1,356.36	1,356.36- Specs
	034 1990	922	00	P	1	.04CR	9.54	9.54- Hwy
	034 1990	923	00	P	1	62.69	62.69	40,054.17- Environ Dp
	034 1990	923	00	N	1			488.15- Environ Dp
	034 1990	924	00	P	1			366.18- Hwy
	034 1990	925	00	P	1			2,514.26- Environ Dp
	034 1990	925	00	N	1			217.64- Environ Dp
	034 1990	932	00	P	1	69.37	429.97	1,453.72- Utility
	034 1990	933	00	P	1	.69CR	153.89	554.25- Bond Design
	034 1990	936	00	P	1			574.43- Traffic
	034 1990	938	00	P	1	.18CR	38.32	2,183.52- Environ
	034 1990	950	00	P	1	1.03CR	229.36	2,508.33- Training Dp
	034 1990	950	00	N	1			2.15CR Personnel Leave Dp
	034 1990	960	00	N	1			433.93- Public Hearing
	034 1990	980	00	P	1			8,952.15-
		TOT	P1			1,274.56	12,826.49	175,559.68
		TOT	P2					39,070.59
		TOT	N1					3,462.45
		** JOB TOTALS **				1,274.56 **	12,826.49 **	218,092.72 **

PAC HWY U @ BEEF BEND RD — CONT NO — * FA PROJ NOS TOF 0903007 100

						STATE
034	1991	296	00	N	9	3,511.03CR
034	1991	298	00	N	9	3,511.03
034	1991	901	00	P	1	86.20
034	1991	901	00	N	1	264.85
034	1991	905	00	P	1	81.25
034	1991	906	00	P	1	12.30
034	1991	906	00	N	1	2.60
034	1991	910	00	P	1	73.02
034	1991	911	00	P	1	3,550.03
034	1991	912	00	N	1	6.75
034	1991	918	00	P	1	136.96
034	1991	920	00	P	1	143.84
034	1991	920	00	N	1	13.43
034	1991	922	00	P	1	9.44
	TOT	P1				4,093.54
	TOT	N1				287.63
	** JOB TOTALS **					4,381.17 **

SPRAY SLIDE SEC — CONT NO — * FA PROJ NOS F 0006006 100

						STATE
035	1960	296	00	N	9	12,723.32CR
035	1960	298	00	N	9	12,723.32
035	1960	901	00	P	1	4,180.72
035	1960	905	00	P	1	3,604.39

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — JUNE 1985 — PAGE 1295

DESCRIPTION		PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
TV HWY-SW 185TH AVE	CONT NO	FA PROJ NOS X10 0032014 100								STATE
	034	2544	296	00	N	9	143,874.27CR	1,043,739.55CR	1,056,152.15CR	
	034	2544	297	00	N	9	8,129.16	158,288.83	158,288.83	
	034	2544	298	00	N	9	135,745.11	885,450.72	897,863.32	
	034	2544	401	00	P	1	45,640.00	379,360.00	379,360.00	
	034	2544	403	00	P	1	5,000.00	197,980.00	197,980.00	
	034	2544	404	00	P	1	11,440.00	173,815.00	173,815.00	
	034	2544	405	00	P	1	96,795.00	127,275.00	127,275.00	
	034	2544	407	00	P	1	52.79CR	43,793.34	73,276.21	
	034	2544	409	00	P	1	4.64	97.58	97.58	
	034	2544	409	00	N	1		40.00	40.00	
	034	2544	410	00	P	1		7,000.00	7,000.00	
	034	2544	412	00	P	1	45.83	3,145.79	6,842.30	
	034	2544	413	00	P	1	11.01	1,844.64	1,844.64	
	034	2544	414	00	P	1	811.78	35,250.57	36,287.87	
	034	2544	415	00	P	1	36.17	937.70	937.70	
	034	2544	419	00	P	1	.03CR	5.93	5.93	
	034	2544	426	00	P	1	397.45	1,708.13	1,708.13	
	034	2544	427	00	P	1	47.22	7,491.66	7,491.66	
	034	2544	428	00	P	1	14.94	973.46	1,041.46	
	034	2544	430	00	P	1	7.32CR	11,846.48	13,482.57	
	034	2544	707	00	P	1		7.50	7.50	
	034	2544	707	00	N	1		1,668.48	1,668.48	
	034	2544	713	00	P	1		18,043.48	18,043.48	
	034	2544	913	00	P	1	1.32CR	305.45	527.92	
	034	2544	930	00	P	1	490.69	4,069.49	4,174.46	
	034	2544	950	00	P	1	23.30CR	6,797.43	6,865.51	
	034	2544	950	00	N	1	6.40CR	1,417.51	1,417.51	
	034	2544	960	00	N	1			157.96	
			TOT		P	1	160,649.97	1,021,748.63	1,058,064.75	
			TOT		N	1	6.40CR	3,125.99	3,283.95	
			** JOB TOTALS **				160,643.57 **	1,024,874.62 **	1,061,348.70 **	
WEST FORK DAIRY CR BR	CONT NO	FA PROJ NOS F 2702015 100								STATE
	034	2546	296	00	N	9	49.92CR	1,724.34CR	1,724.34CR	
	034	2546	298	00	N	9	49.92	1,724.34	1,724.34	
	034	2546	401	00	P	1		300.00	300.00	
	034	2546	407	00	P	1	3.15CR	716.28	716.28	
	034	2546	412	00	P	1	.12CR	25.86	25.86	
	034	2546	413	00	N	1		79.80	79.80	
	034	2546	414	00	P	1	1.47CR	608.70	608.70	
	034	2546	426	00	P	1	.70CR	170.45	170.45	
	034	2546	430	00	P	1	.23CR	49.92	49.92	
	034	2546	920	00	P	1	.08CR	18.24	18.24	
	034	2546	930	00	P	1	3.61	64.49	64.49	
			TOT		P	1	2.14CR	1,954.00	1,954.00	
			TOT		N	1		79.80	79.80	
			** JOB TOTALS **				2.14CR**	2,033.80 **	2,033.80 **	

jc cc: OSHD (L. W. Rulien)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT STATE COPY

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Washington	Oregon

IN COMPANY WITH

Bob Heard, Marion Craft and Arthur Sasse; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
4/23/87	W. H. Kappus, Area Engineer and Larry Heil, Assistant Area Engineer	IX-32(17)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	SEE BELOW	136 %	100 %

TUALATIN VALLEY HIGHWAY @ S. W. 185TH AVENUE
Grading, Paving, Signing & Signals

This project provided for upgrading the subject intersection to provide left-turn lanes to all four legs and widen 185th Avenue to four through lanes as it approaches the intersection.

The contract work was awarded to K. F. Jacobsen & Co., Inc. on 9/17/85. Work started March 17, 1986 and was completed September 19, 1986. 36 calendar days were used in excess of the specified 100 CD's. A 21 CD time extension was granted for additional work and another time extension request is being considered for the remaining 15 CD's. The final project cost of approximately $1,136,000 overran the original project authorization by approximately 16%. During construction it became evident that more pavement and subgrade required replacement than had been anticipated. Additional sidewalk replacement and unanticipated gas storage tanks also contributed to the overrun. A detailed statement of overruns/underruns, price agreements and extra work orders is attached to the Division office copy of this report. No claims are anticipated. The only item which remains to be completed prior to final acceptance is railroad approach pavement markings.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

NOTED
E. SCHWARTZ
5/12

RECEIVED
STATE HWY ENGR
MAY 1 '87
REFER TO
Fredrickson

Form FHWA-1446A
(Rev. 2-84)

10,128

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER: 3-201 & 202	U.S. Department of Transportation **Federal Highway Administration**	State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Washington
MODIFICATION NUMBER: 3	3-25-87	Project Number: IX-32(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 12, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,009,794	$ 1,142,198
Federal funds	$ 858,323	$ 858,323 (177)
Other revisions	-0-	112,543 (580)

This modification is made for the following reasons: To include increases in construction and construction engineering costs, and to add Appn Code 580 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25TH day of MAY, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX By For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 19, 1986

FEDERAL AID PROJECT NO. IX-32(17)

TUALATIN VALLEY HWY. @ SW 185TH AVE. SEC.
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
RAILROAD SIGNALS & GATES

Work by Southern Pacific Transportation Co.

All Required	$	153,397.00
Subtotal	$	153,397.00
Engineering		7,669.00
Total	$	161,066.00

TYPE CODE Y008
CHANNELIZATION

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	$ 12.00	3,708	$44,496.00	5,374	$64,488.00
Trench Excavation	12.00	288	3,456.00	462	5,544.00
Aggregate Base	10.50	900	9,450.00	1,164	12,222.00
Treated Base	17.25	5,000	86,250.00	7,700	132,825.00
Class "C" Asphalt Conc. Mixture	19.50	6,135	119,632.00	6,265	122,167.50
12 inch Storm Sewer Pipe	22.00	1,080	23,760.00	1,649	36,278.00
15 inch Storm Sewer Pipe	26.00	146	3,796.00	189	4,914.00
Concrete Walks	11.00	1,550	17,050.00	1,900	20,900.00
Concrete Driveways	18.00	525	9,450.00	644	11,592.00
Concrete Curbs, Type C	10.00	400	4,000.00	1,666	16,660.00
21 inch Storm Sewer Pipe (PA #4B)	44.00	---	---	38	1,672.00
Furnish & Plant Ground Cover (PA #5C)	1.65	---	---	1,609	2,654.85
Soil Conditioner (PA #5D)	24.75	---	---	30	742.50
Bark Mulch (PA #5E)	231.00	---	---	4.8	1,108.80
Type "T" & "I" Signs in Place (PA #8A)	16.00	---	---	65	1,040.00

Asphalt Concrete Bonus (Adj. #1)	---	---	---	---	906.58
Asphalt Concrete Bonus (Adj. #3)	---	---	---	---	3,232.43
Remove Gas Tanks (FA #1)	---	---	---	---	2,738.43
Remove & Reinstall 12 inch Conc. Pipe (FA #4)	---	---	---	---	2,335.11
Excess Flagging (FA #5)	---	---	---	---	2,700.00
Restore Lawn (FA #6)	---	---		---	2,000.00
			$321,340.00		$ 448,421.20

Increase	$ 127,081.20
Subtotal from estimate of Oct. 7, 1985	641,053.46
Subtotal	$ 768,134.66
Engineering	91,865.34
Total	$ 860,000.00

TYPE CODE Y031
TRAFFIC SIGNALS (1 LOCATION)

Total from estimate of Oct. 7, 1985	$ 100,702.00
	$ 100,702.00
Length of Project	0.0 mi.

RETAIN IN RESERVE

Total from estimate of Oct. 7, 1985	$ 20,430.00
Total	$ 20,430.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
RR Signals & Gates	177	$ 161,066.00	$ 136,906.00	$ 24,160.00
Channelization	177	727,596.00	618,456.00	109,140.00
Channelization	580	132,404.00	112,543.00	19,861.00
Traffic Signals	177	100,702.00	85,596.00	15,106.00
SUBTOTAL		$1,121,768.00	$ 953,501.00	$ 168,267.00
Reserve		20,430.00	17,365.00	3,065.00
TOTAL		$1,142,198.00	$ 970,866.00	$ 171,332.00

NONPARTICIPATING ITEMS

Single Mailbox Supports	Each	5	100.00	$ 500.00

Group 011: 94%; Group 010: 0%; Group 081: 6%
Contract No. 10,128
Prefix: 34-1990 (P.E.)
Prefix: C10128
RLC:bkb

10,128

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA			
MONTHLY TRANSACTION NUMBER: 3-25	US Department of Transportation **Federal Highway Administration**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 3-5-86	State: Oregon
PROJECT REPORT NUMBER			County: Washington
MODIFICATION NUMBER: 2			Project Number: IX-32(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 12, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 980,674.00	$ 1,009,794.00
Federal funds	$ 833,571.00	$ 858,323.00
Other revisions		

This modification is made for the following reasons:

To include authorized railroad work under supplemental agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5 TH day of MAR, 1986

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon February 20, 1986

Federal-Aid Project No. IX-32(17)

Tualatin Valley Hwy. @ S.W. 185th Ave. Section
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Railroad Signals & Gates

Work by Southern Pacific Transporation Co.	All Required	$ 153,397.00
	Subtotal	$ 153,397.00
	Engineering	7,669.00
	Total	$ 161,066.00

Type Code Y008
Channelization

Total same as previous estimate dated October 7, 1985 $ 727,596.00

Type Code Y031
Traffic Signals (1 location)

Total same as previous estimate dated October 7, 1985 $ 100,702.00

Length of Project ---------- 0.0 mile

Retain in Reserve

Total same as previous estimate dated October 7, 1985 $ 20,430.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	County Funds
RR Signals & Gates	$ 161,066.00	$136,906.00	$ 24,160.00
Channelization	727,596.00	618,456.00	109,140.00
Traffic Signals	100,702.00	85,596.00	15,106.00
SUBTOTAL	$ 989,364.00	$840,958.00	$148,406.00
Reserve	20,430.00	17,365.00	3,065.00
TOTAL	$1,009,794.00	$858,323.00	$151,471.00

Group 010 = 0%; Group 011: 100%
Contract No. 10,128
Prefix: 34-1990 (P.E.)
C10128
Appn Code: 177

NONPARTICIPATING ITEM

Single Mailbox Supports	Each	5	100.00	$ 500.00

CPL:me

STATE COPY

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 10 91	U.S. Department of Transportation Federal Highway Administration	Form Approved: O M B No. 04-R2089
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State: Oregon
MODIFICATION NUMBER 1	1D-1C-85	County: Washington
		Project Number: IX-32(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 12 ,19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 131,946.00	$ 980,674.00
Federal funds	$ 112,154.00	$ 833,571.00
Other revisions		

This modification is made for the following reasons:

Adding contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of OCT ,19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By For: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-82)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 7, 1985

FEDERAL AID PROJECT NO. IX-32(17)

Tualatin Valley Hwy. @ S.W. 185th Ave. Section
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Railroad Signals & Gates

Work by Southern Pacific
Transportation Company

All Required	$125,663.00
Subtotal	$125,663.00
Engineering	6,283.00
Total	$131,946.00

Type Coe Y008
Channelization

Mobilization	Lump Sum	All	Lump Sum	$ 45,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	15,000.00
Temporary Signs	Sq. Ft.	579	7.00	4,053.00
Temporary Barricades	Each	23	32.00	736.00
Temporary Plastic Safety Markers	Each	40	24.00	960.00
Flaggers	Hour	600	18.00	10,800.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	4,500.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	27,000.00
General Excavation	Cu. Yd.	3,708	12.00	44,496.00
Trench Excavation	Cu. Yd.	288	12.00	3,456.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	5,000.00
Furnishing and Placing Topsoil	Cu. Yd.	100	15.00	1,500.00
Aggregate Base	Ton	900	10.50	9,450.00
Treated Base	Ton	5,000	17.25	86,250.00
Class "C" Asphalt Concrete Mixture	Ton	6,135	19.50	119,632.50
Asphalt Cement in Mixture	Ton	370	172.00	63,640.00
Retaining Wall	Lump Sum	All	Lump Sum	1,500.00
8-inch Culvert Pipe	Lin. Ft.	20	15.00	300.00
12-inch Culvert Pipe	Lin. Ft.	40	22.00	880.00
8-inch Storm Sewer Pipe	Lin. Ft.	80	15.00	1,200.00
12-inch Storm Sewer Pipe	Lin. Ft.	1,080	22.00	23,760.00

15-inch Storm Sewer Pipe	Lin. Ft.	146	26.00	3,796.00
Extra for Pipe Under Pavement	Lin. Ft.	126	30.00	3,780.00
Concrete Manholes	Each	6	1,200.00	7,200.00
Concrete Inlets, Type "CG-1"	Each	16	450.00	7,200.00
Concrete Inlets, Type "CG-2"	Each	7	450.00	3,150.00
Concrete Inlets, Type "G-2"	Each	1	450.00	450.00
Concrete Walks	Sq. Yd.	1,550	11.00	17,050.00
Concrete Driveways	Sq. Yd.	525	18.00	9,450.00
Concrete Curbs, Type "A"	Lin. Ft.	5,100	14.00	71,400.00
Concrete Curbs, Type "C"	Lin. Ft.	400	10.00	4,000.00
Extra for Asphalt Approaches	Each	11	120.00	1,320.00
Extra for Asphalt Walks	Sq. Yd.	200	10.00	2,000.00
Adjusting Manholes	Each	11	300.00	3,300.00
Adjusting Inlets	Each	2	150.00	300.00
Capping Inlets	Each	7	200.00	1,400.00
Shelter Foundations	Sq. Yd.	20	35.00	700.00
Remove and Reinstall Existing Bus Shelters	Each	1	350.00	350.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	500.00
Wood Sign Posts	Lump Sum	All	Lump Sum	2,000.00
Signal Pole Mounts	Lump Sum	All	Lump Sum	1,500.00
Type "AA" Signs in Place	Sq. Ft.	245	24.00	5,880.00
Type "C" Signs in Place	Sq. Ft.	81	8.00	648.00
Type "D" Signs in Place	Sq. Ft.	156	6.00	936.00
Type "EE" Signs in Place	Sq. Ft.	7	16.00	112.00
Type "EEE" Signs in Place	Sq. Ft.	9	8.00	72.00
Type "U" Signs in Place	Sq. Ft.	24	12.00	288.00
Move Existing Signs	Lump Sum	All	Lump Sum	350.00

ILLUMINATION

Roadway Lighting Poles and Arms	Lump Sum	All	Lump Sum	1,500.00
Luminaires, Lamps and Ballasts	Lump Sum	All	Lump Sum	500.00
Switching, Conduit, Wiring, Etc.	Lump Sum	All	Lump Sum	1,500.00
				$621,745.50

ANTICIPATED ITEMS

Permanent Pavement Striping		All	Required	$ 5,000.00
Railroad Protective Costs		All	Required	14,200.00
EEO/Labor Complaince Monitoring (0.5%)		All	Required	2,807.96
Credit for Adjusting Manholes	Each	9	300.00	(2,700.00)
				$ 19,307.96
			Subtotal	641,053.46
			Engineering	86,542.54
			Total	$727,596.00

Type Code Y031
Traffic Signals (1 location)

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$ 71,000.00
Fire Preemption System, Complete	Lump Sum	All	Lump Sum	5,000.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	10,000.00
				$ 86,000.00

ANTICIPATED ITEMS

Signal Controller Testing & Turn-On	All Required	$ 2,025.00
	All Required	700.00
		$ 2,725.00
	Subtotal	$ 88,725.00
	Engineering	11,977.00
	Total	$100,702.00

Length of Project ---------- 0.0 mile

RETAIN IN RESERVE

Furnish & Install Bus Shelters	All Required	$ 6,500.00
Landscaping at Parking Lot	All Required	4,000.00
Repair Soft Subgrade	All Required	7,500.00
	Subtotal	$ 18,000.00
	Engineering	2,430.00
	Total	$ 20,430.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	County Funds
RR Signals & Gates	$131,946.00	$112,154.00	$ 19,792.00
Channelization	727,596.00	618,456.00	109,140.00
Traffic Signals	100,702.00	85,596.00	15,106.00
SUBTOTAL	$960,244.00	$816,206.00	$144,038.00
Reserve	20,430.00	17,365.00	3,065.00
TOTAL	$980,674.00	$833,571.00	$147,103.00

Group 011: 94%; Group 010: 0%; Group 081: 6%
Contract No. 10,128
Prefix: 34-1990 (P.E.)
Prefix: C10128

Appn Code: 177

NONPARTICIPATING ITEMS

Single Mailbox Supports	Each	5	100.00	$ 500.00

RLC:me

TO BE COMPLETED BY FHWA.	U.S. Department of Transportation Federal Highway Administration — FEDERAL-AID PROJECT AGREEMENT	STATE: Oregon
4-125		COUNTY: Washington
		PROJECT NO.: IX-32(17)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Tualatin Valley Highway @ S.W. 185th Ave. (Aloha)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

Work by Southern Pacific Transportation Corporation and monitoring by State forces.

ESTIMATED TOTAL COST OF PROJECT	FUNDS — FEDERAL FUNDS: Pro-rata 85%
$ 131,946.00	$ 112,154.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

~~XX~~ For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator APR 12 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon April 9, 1985

Federal-Aid Project No. IX-32(17)

Tualatin Valley Hwy. @ SW 185th Ave. (Aloha)
Tualatin Valley Highway
Washington County

PROJECT AGREEMENT ESTIMATE

Type Code SFTY
RR Signals

Work by SPTC	All Required	$ 125,663.00
	Subtotal	$ 125,663.00
	Engineering	6,283.00
	Total	$ 131,946.00

Length of Project ---------- 0.0 mi.

Federal Funds (100%)	$ 112,154.00
County Funds	19,792.00
Total	$ 131,946.00

Group 1 100%
Prefix: 34-1024
Prefix:

WH:me

10 2.1 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-32(17)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90008

2A. COUNTY NAME: Washington

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT HWY ENGR
MAR 25'87
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
March 17, 1987	FAP 32	29

10. GENERAL LOCATION:

T. V. Highway at S. W. 185th Ave. (Aloha) Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Potter's letter of 11/13/86 we approve the Program Change to joint finance the subject project utilizing Appn Code 580 funds.

This change will require the following revision:

1. Appn Code ----- add 580 funds

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/20/87		For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Ted Spence
Metro Region

DATE: March 13, 1987

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System

As indicated on the attachment, I have requested additional obligation of federal funds for each of the listed projects to cover cost increases. Please notify MSD of these actions.

RLC:bkb
Attach.
cc: G. Zehner, w/attach.
W. Schulte, w/attach.
General Files

REQUEST FOR ADDITIONAL FUNDS
MSD PROJECTS

Federal Aid Project No.	Project No.	Type Work	Current Obligation	Present Estimate	Cost Increase
IX-27-2(17)	Beaverton/Tigard Hwy. Intch.	Const.	$6,805,060	$6,931,194	$126,134
IX-9891(4)	Powell Valley Rd.-SE Division St. Sec.	Const.	1,030,702	1,033,932	3,230
IX-9022(8)	Hillsboro ECL-Cornelius Pass Rd.	P.E.	288,958	327,208	38,250
IX-32(17)	T.V. Hwy. @ S.W. 185th Ave. (Aloha) Sec.	Const.	858,323	970,866	112,543
IX-9300(9)	N.W. Glisan St.-N.W. Couch St. Sec.	P.E.	211,182	219,503	8,321
IX-68(9)	Banfield Corridor Traffic Monitoring	P.E.	169,893	183,459	13,566
IX26 (20)	Union/Grand Ave. Viaduct-SE River Rd	PE .	389570	654,004	92,155

10,128

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

January 14, 1987
IN REPLY REFER TO
HA.1-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IX-32(17)
Contract 10,128
TV Highway @ S.W. 185th Ave.
Washington County
Order for Force Work No. 10

We have reviewed your January 2, 1987 letter concerning Order for Force Work Number 10 on the subject project.

This incidence of trespass resulted due to an incorrectly established property line. Expenses incurred from construction staking errors are ineligible for Federal funding.

Order for Force Work Number 10 is being returned unapproved.

Sincerely yours,

for G. K. Hovenden
Dale E. Wilken
Division Administrator

cc:
OSHD (C. O. Fredrickson, Const) w/encl
Order for Force Work No. 10
OSHD (G. A. Potter, Program)

RECEIVED
STAT HWY ENGR
JAN 16 '87
REFER TO
Fredrickson
FOR

W&S
TAA
Orig
1/20

10,128

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Ted Spence
Region 1

DATE: November 19, 1986

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System

As indicated, I have requested obligation of additional federal funds from FHWA on federal-aid project number IX-32(17) T.V. Hwy. @ SW 185th Ave. (Aloha) Section in the amount shown:

Current Obligation	Present Estimate	Increase
$ 970,866.00	$ 858,323.00	$ 112,543.00

Please arrange for updating of MSD's records to show this change.

RLC:bkb
cc: G. Zehner, w/attach.
W. Schulte, Reg. 1 (w/attach.)
General Files

81-125-1387

G. Zehner

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 19, 1986

FEDERAL AID PROJECT NO. IX-32(17)

TUALATIN VALLEY HWY. @ SW 185TH AVE. SEC.
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
RAILROAD SIGNALS & GATES

Work by Southern Pacific Transportation Co.

All Required	$	153,397.00
Subtotal	$	153,397.00
Engineering		7,669.00
Total	$	161,066.00

TYPE CODE Y008
CHANNELIZATION

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	$ 12.00	3,708	$44,496.00	5,374	$64,488.00
Trench Excavation	12.00	288	3,456.00	462	5,544.00
Aggregate Base	10.50	900	9,450.00	1,164	12,222.00
Treated Base	17.25	5,000	86,250.00	7,700	132,825.00
Class "C" Asphalt Conc. Mixture	19.50	6,135	119,632.00	6,265	122,167.50
12 inch Storm Sewer Pipe	22.00	1,080	23,760.00	1,649	36,278.00
15 inch Storm Sewer Pipe	26.00	146	3,796.00	189	4,914.00
Concrete Walks	11.00	1,550	17,050.00	1,900	20,900.00
Concrete Driveways	18.00	525	9,450.00	644	11,592.00
Concrete Curbs, Type C	10.00	400	4,000.00	1,666	16,660.00
21 inch Storm Sewer Pipe (PA #4B)	44.00	---	---	38	1,672.00
Furnish & Plant Ground Cover (PA #5C)	1.65	---	---	1,609	2,654.85
Soil Conditioner (PA #5D)	24.75	---	---	30	742.50
Bark Mulch (PA #5E)	231.00	---	---	4.8	1,108.80
Type "T" & "I" Signs in Place (PA #8A)	16.00	---	---	65	1,040.00

Asphalt Concrete Bonus (Adj. #1)	---	---	---	---	906.58
Asphalt Concrete Bonus (Adj. #3)	---	---	---	---	3,232.43
Remove Gas Tanks (FA #1)	---	---	---	---	2,738.43
Remove & Reinstall 12 inch Conc. Pipe (FA #4)	---	---	---	---	2,335.11
Excess Flagging (FA #5)	---	---	---	---	2,700.00
Restore Lawn (FA #6)	---	---		---	2,000.00
			$321,340.00		$ 448,421.20

Increase	$ 127,081.20
Subtotal from estimate of Oct. 7, 1985	641,053.46
Subtotal	$ 768,134.66
Engineering	91,865.34
Total	$ 860,000.00

TYPE CODE Y031
TRAFFIC SIGNALS (1 LOCATION)

Total from estimate of Oct. 7, 1985	$ 100,702.00
	$ 100,702.00

Length of Project 0.0 mi.

RETAIN IN RESERVE

Total from estimate of Oct. 7, 1985	$ 20,430.00
Total	$ 20,430.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
RR Signals & Gates	177	$ 161,066.00	$ 136,906.00	$ 24,160.00
Channelization	177	727,596.00	618,456.00	109,140.00
Channelization	580	132,404.00	112,543.00	19,861.00
Traffic Signals	177	100,702.00	85,596.00	15,106.00
SUBTOTAL		$1,121,768.00	$ 953,501.00	$ 168,267.00
Reserve		20,430.00	17,365.00	3,065.00
TOTAL		$1,142,198.00	$ 970,866.00	$ 171,332.00

NONPARTICIPATING ITEMS

Single Mailbox Supports	Each	5	100.00	$ 500.00

Group 011: 94%; Group 010: 0%; Group 081: 6%
Contract No. 10,128
Prefix: 34-1990 (P.E.)
Prefix: C10128
RLC:bkb

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: November 13, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 90008
Project No. IX-32(17)
T.V. Hwy. @ SW 185th Ave. (Aloha) Sec.
Washington County

I request your approval of a program change to joint finance the subject project utilizing Appn Code 580 funds. This change will require the following revision:

1. Add Appn Code 580 funds.

Revisions in financing are as indicated on the attached agreement.

RLC:bkb
Attach.

cc: W. Schulte, Reg. 1
J. Henry
General Files

Form 734-3122

October 24, 1986

K. F. Jacobsen & Co., Inc.
4315 SE McLoughlin Blvd.
P. O. Box 02215
Portland, OR 97202

CON 5
10128

Re: Time Extension Request
Tualatin Valley Highway @ 185th Ave.
Contract No. 10128
FAP No. IX-32(17)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 21 calendar days of contract time due to an increase in excavation quantities, added and altered pipe work, excavation delay due to utilities, delay in signal work, and railroad schedule.

Our review indicates that a contract time adjustment of an additional 21 calendar days is warranted due to the increased excavation quantities, the added pipe work and the removal of underground fuel tanks. Your request is therefore granted.

The adjusted contract time of completion of this contract is 121 calendar days or September 5, 1986, whichever occurs first.

There remains 15 calendar days of liquidated damages under this contract. Should you wish further review of this matter, or to submit additional data, please contact Project Manager Robert Heard.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Bob Heard w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON

INTEROFFICE MEMO

TO: Bryant Jackmond
Contract Administration Engineer

DATE: September 11, 1986

FROM: Marion Craft
Marion Craft
Region Construction Engineer

SUBJECT:

Tualatin Valley Highway @ S.W. 185th Avenue
Contract No. 10128

Attached is the contractors request for time extension, in which he asks for an extension of time to September 5, 1986. The Project Manager has analyzed the reasons for the time extension, and has recommended 15 work days or a 21 calendar day extension. This analysis looks complete and reasonable, and I concur in the 21 calendar day recommendation.

MC:cms

cc: Heard

10-23-86

W. E. Schwartz -

I concur with Region and Project Manager and Recommend a 21 C.D. time extension.

D. B. Jackmond

125-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 4, 1986

In Reply Refer to File No.: CON 5 10128

TO: Oregon Transportation Commission

AGENDA
SEP 16 1986
I

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Tualatin Valley Hwy. at SW 185th Ave. Section
Tualatin Valley Highway, Washington County
Contract No. 10128

This project is about 75 percent complete and it is expected there will be an overrun of the project authorization of approximately 15 percent or $145,000.

This project provides for straightening and widening the Tualatin Valley Highway at SW 185th Avenue and improving 185th Avenue for a short distance in each direction from the intersection. The design called for utilizing part of the old pavement and subgrade, and for removing and replacing most of the old shoulders within the roadway area. During construction it became evident that more pavement and subgrade would require removal and replacement than had been anticipated. This caused an overrun in excavation, base and paving materials and in storm sewer pipe. This added approximately $103,000 to the project cost.

The existing concrete sidewalks were left in place where possible, but after construction started it was necessary to replace more sidewalk than originally planned, and this added about $7,700 to the project cost.

There was no funding provided for temporary striping and stripe removal, and since this project was constructed in several stages, these items were considered necessary. This added approximately $3,000 to the project cost.

During construction it was discovered there were two buried gas storage tanks in the construction area which were not shown on the plans. Their removal was done by extra work and added approximately $9,000 to the cost of the project.

The engineering is expected to overrun by $51,100, mainly due to numerous grade changes required to maintain drainage, the necessity to match existing curbs and sidewalks, and provide for correct utility relocation among the many utility conflicts.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $145,000 to a new total of $1,139,988.06. This matter will be on the consent calendar for the September 16 meeting.

oc: Fred Miller
Fran Neavoll
C. O.Fredrickson
V. E. Skoog
R. A. Kuehn
George Bell

STATE OF OREGON

Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5
10128

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: September 4, 1985

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Tualatin Valley Hwy. at SW 185th Ave. Section
Tualatin Valley Highway, Washington County
Contract No. 10128

NOTED
W. E. SCHWARTZ

This project is about 75 percent complete and it is expected there will be an overrun of the project authorization of approximately 15 percent or $145,000.

This project provides for straightening and widening the Tualatin Valley Highway at SW 185th Avenue and improving 185th Avenue for a short distance in each direction from the intersection. The design called for utilizing part of the old pavement and subgrade, and for removing and replacing most of the old shoulders within the roadway area. During construction it became evident that more pavement and subgrade would require removal and replacement than had been anticipated. This caused an overrun in excavation, base and paving materials and in storm sewer pipe. This added approximately $103,000 to the project cost.

The existing concrete sidewalks were left in place where possible, but after construction started it was necessary to replace more sidewalk than originally planned, and this added about $7,700 to the project cost.

There was no funding provided for temporary striping and stripe removal, and since this project was constructed in several stages these items were considered necessary. This added approximately $3,000 to the project cost.

During construction it was discovered there were two buried gas storage tanks in the construction area which were not shown on the plans. Their removal was done by extra work and added approximately $9,000 to the cost of the project.

The engineering is expected to overrun by $51,100, mainly due to numerous grade changes required to maintain drainage, the necessity to match existing curbs and sidewalks, and provide for correct utility relocation among the many utility conflicts.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $145,000. Also Attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: R. A. Kuehn
R. J. Heard
B. M. Walton
Don Trout

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-32(17)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90008

2A. COUNTY NAME: Washington

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: February 5, 1986

8. FEDERAL ROUTE NUMBER: Primary 32

9. STATE ROUTE NUMBER: Primary 29

10. GENERAL LOCATION:

T. V. Highway at S. W. 185th Ave. (Aloha) Section

11. GENERAL DESCRIPTION OF WORK

Install Rubber Crossing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON ~~AWARDED CONTRACT~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's 2/20/86 letter you are authorized to proceed with the work covered by the Agreement with the Southern Pacific Transportation Co. at a total estimated cost of $27,734; Federal Funds $23,574.

Also, as requested, you are authorized to proceed with Construction Engineering by State Forces at a TEC of $1,386; Federal Funds $1,178.

RECEIVED
STATE HWY ENGR
MAR 6 '86
REFER TO
Potter
FOR

orig to file

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/5/86	D. K. Hoesmier	For Division Administrator

FORM FR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: February 20, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Supplemental Railroad Agreement
Project No. IX-32(17)
Tualatin Valley Hwy. @ S.W. 185th Ave. Section
Washington County

Enclosed for your approval are two copies of a fully executed supplemental agreement between the Southern Pacific Transportation Company and the State Highway Division on the subject project. This supplemental agreement covers the addition of a rubber crossing surface at an estimated increase of $27,734 in total cost for work by the railroad.

I further request authorization to proceed with the additional work by the railroad as of February 5, 1986 and the return of one copy of the supplemental agreement approved for our files.

Enclosed also are copies of a revised project agreement estimate and modification of project agreement (PR-2A) which reflect the revisions in financing on the project.

CPL:me
Encl.
cc: E. Hardt (Metro)
R. Trygstad
G. Zehner
General Files

Form 734-3122

10.121

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Gormsen
Commission Services

DATE: February 13, 1986

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: Service Contract Amendment
Service Contract No. 85-6
Crossing No. FD-758.70
S.W. 185th Avenue
Washington County
ODOT Agreement No. RR-1181
Project No. IX-32(17)

RAILROAD COMPANIES
FILE No. 1101

Attached is the State's fully-executed counterpart of a Service Contract Amendment between the Southern Pacific Transportation Commission and the Oregon Department of Transportation, Highway Division, calling for widening, installation of a rubber crossing and the installation of grade crossing protection devices at the subject grade crossing.

RDT:jr
attachment

cc: D. E. Wilken w/copy
C. O. Fredrickson w/copy
V. E. Skoog w/copy - Attn: Rose Wickham
Don Trout w/copy (2)
E. L. Hardt w/copy (2)
Ken Allmer w/copy

3/6/86
noted in re

81-125-1387

Contains Recycled Materials

K. F. JACOBSEN & CO. INC.

GENERAL CONTRACTORS

4315 S. E. McLOUGHLIN BLVD.
P. O. BOX 02215
PORTLAND, OREGON 97202

Office 239-5532
Plant 282-0983

January 15, 1986

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Mr. Robert W.Gormsen, Commission Services

Re: File No.CON 5 - 10,128 - Tualatin Valley Highway

Gentlemen:

As agreed in an earlier letter to you, we are enclosing a certified copy of the minutes of K.F. Jacobsen & Co., Inc. showing authorization for A. Charles Steinwandel, Vice President, and Reba R. Greenman, Assistant Secretary, to sign binding and legal documents for contracted work for the states of Oregon and Washington.

Thank you for your consideration in this matter.

Very truly yours,

K.F. JACOBSEN & CO. Inc.

A. Charles Steinwandel
Vice President

ACS/g

RECEIVED
JAN 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SPECIAL MEETING OF THE BOARD OF DIRECTORS OF
K. F. JACOBSEN & CO., INC.

A special meeting of the Board of Directors of K. F. Jacobsen & Co., Inc. was held on January 7, 1986 at 10:15 a.m. in Suite 1800, 900 S.W. Fifth Avenue, Portland, Oregon.

In attendance were R. B. Pamplin, R. B. Pamplin, Jr., and Marilyn H. Pamplin who constituted a quorum of the members of the Board.

R. B. Pamplin, Jr., President of the Corporation, presided as chairman of this meeting.

Mr. Pamplin presented to the Board a resolution which on motion duly made and seconded, was passed:

> RESOLVED that A. Charles Steinwandel, Vice President and Treasurer of K. F. Jacobsen & Co. Inc., and Reba R. Greenman, Assistant Secretary, be authorized to sign binding and legal documents for K. F. Jacobsen & Co., Inc. for contracted work for the states of Oregon and Washington.

There being no further business to come before the Board, upon motion duly made and seconded, the meeting was adjourned.

RECEIVED
JAN 16 1986
COMMISSION
DEPARTMENT OF TRANSPORTATION

R. B. Pamplin

R. B. Pamplin, Jr. Secretary

January 14, 1986

CON 5 - 10,128

K. F. Jacobsen & Co., Inc.
4315 SE McLoughlin Blvd.
Portland, OR 97202

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

Contract No. 10,128 for work on Tualatin Valley Highway at SW 185th Avenue in Washington County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: St. Paul Fire and Marine
Insurance Company
825 N.E. Multnomah, Suite 800
Portland, OR 97232

Rollins Burdick Hunter
of Oregon, Inc.
1211 S.W. Fifth Ave.
Portland, OR 97204-3799

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Walt Bartel
L. E. George

K. F. JACOBSEN & CO. INC.

GENERAL CONTRACTORS

4315 S. E. McLOUGHLIN BLVD.
P. O. BOX 02215
PORTLAND, OREGON 97202

Office 239-5532
Plant 282-0983

August 23, 1985

Oregon State Highway Division
Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

Project: Tualatin Valley Hwy. at S. W. 185th Ave., A Section of Tualatin Valley Highway

Reference: DBE/WBE Participation Commitment

Gentlemen:

On the above project, goals of 10% DBE and 2% WBE will be committed to the following items and dollar amounts.

WBE
M-R Pierce Constructors, Inc.
Items 1, 3-5, 36, 40-49 $18,925.00
Actual % 2.7

DBE
Dirt & Aggregate Interchange, Inc.
Items 1, 7-9, 11 80,496.00
Actual % 11.4

Sincerely,

K. F. JACOBSEN & CO., INC.

Paul Holes
Estimator

PH/kh
cc: M-R Pierce
Dirt & Aggregate

RECEIVED
AUG 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

30 Dec. 1985

RECEIVED
STATE HWY ENGR
JAN 7 '86
REFER TO
FOR

Campbell Gilmour, Manager
Environmental Section
Ore. State Highway Division

Re: 185th Widening Plan
Aloha, Ore.

Dear Sir;

I live on 185th between Alexander and Johnson, on the west side. When the environmental impact statement for the 185th Ave. project was submitted for public review, I attended nearly every meeting, along with my neighbors. We believed that land would be taken from both sides of 185th for right- of-way between Alexander and Johnson. It was the most equitable plan for all people involved, and would be in line with the State plan for 185th and Tualatin Valley Highway.

In August of 1985, a group of people north of Johnson on the west side of 185th, represented by an attorney, presented a new plan to the Washington County Commissioners that would take right-of-way all off the east side in their area and all off the west side from Johnson to Alexander (our area). The County Commissioners were so impressed by the attorney, they immediately approved the plan-3 to 2 vote. The people not represented by the attorney had not heard of the plan until then and did not have an opportunity to voice an opinion.

The property owners on <u>both</u> sides of 185th between Johnson and Alexander signed a petition stating they preferred using both sides. This was presented to the County Commissioners with a request to reconsider, but the board refused to reconsider that part of the plan.

As it stands now, the right-of-way will be <u>1 ft.</u> from my front porch. This has been my home for over 25 years and I love this house. My husband and I worked hard to make improvements and keep it up. I do not want to leave it now. My husband died in Sept. and I cannot think of living any place else.

I know in time this area will develop and not be suitable for residential, but that will not be for some years. I do not want to lose what was to be

part of our retirement income.

.. I am appealing to you to study this problem that is affecting my livelihood as well as my neighbors. Any help you can offer will be appreciated.

Thank You
Della Vroman
3075 S.W. 185
Aloha Ore
97006

December 30, 1985

DES

Paul D. & Donna Easton
3055 SW 185th Avenue
Aloha, OR 97006

You have requested our assistance in appealing the selected alignment for 185th Avenue south of Johnson Street.

The 185th Avenue improvement is a Washington County project on a county roadway. Therefore, the Board of County Commissioners is the decision body responsible for choosing the design to be advanced to construction. The State Highway Division's role in a locally proposed project of this type is to administer the federal funding involved and review the project development process to ensure that state and federal procedural requirements are met and the project is in accord with accepted engineering practices and standards.

Our Region 1 office has been working closely with the County on this project had have reported to me that the decision with which you disagree is not a result of incorrect procedures or practices. I'm sorry, but any appeal that you may want to press should be with the Washington County Board.

E. S. Hunter
Assistant State Highway Engineer

cc: R. A. Daniels, Washington County

bc: Cam Gilmour

ESH:EH:cm

Dec. 9, 1985
Aloha, Ore.

CM MGR CE PRM CE
TOS RECEIVED AE
RAS DEC 13 1985 PA 12/12 Ed Nandt
CSA Metro Region TRM Rough draft for 28A please.
RAS PA EA BUD LM Dec 12/23 CMH

Larry Rulien
ODOT State Hwy. Examiner

Dear Sir:

We are appealing to you for help in retaining homes for several residents here on 185th St. in Aloha. We have not been fairly dealt with.

For many years we have been well aware that the widening of this street was necessary and the time was approaching. Ever since the project was presented for public review and comment in 1983 we have attended virtually every meeting, making our comments and suggestions and studying the different plans. For widening alternatives we were offered three plans; one taking equal property from each side, one taking from the east side only and one taking from the west side only. There was never an indication by anyone that one side or the other would be chosen--it was generally considered to be the fair way to take property off both sides and sensible since that would take the least homes, therefore be less costly. It also impressed us that people involved were not taking a selfish attitude and saying, "oh, put this widening project on the other side of the street, please, and not on our side."

However, near the end of all of these meetings (Aug. 1985) a group of residents north of Johnson, represented by an attorney presented a new plan to take all from the east side in their area and all from the west side south of Johnson. This was part of a plan to help them sell their property without losing any of their own frontage. The County Commissioners approved of that plan. At that late date we hadn't much chance to remonstrate but did what we could. We contacted <u>every</u> owner of property on <u>both</u> sides of 185th south of Johnson (where we live)---they all agreed and signed a petition stating that they preferred using both sides so that no one would lose their home. One resident drew up a good plan showing that it would work just as well to use <u>both</u> sides south of Johnson and not hurt so many people. He presented it to the board. The project manager agreed it would work. But a majority of commissioners still voted for the other plan.

We have appealed for a re-hearing but that request has been denied. We are certain there is no proof whatsoever that the choice they made is necessary.

Now we are hoping you might intervene on our behalf because the outcome is so important to several families. Some of us have lived here 25 years and put alot of work, money and love into our homes. But some will be forced to leave their homes if the widening comes off one side only. It is very doubtful they could receive the potential profit gain that a few years later might be realised.

We would greatly appreciate your serious consideration and study of our problem and any help you might be able to offer.

Sincerely,

Paul D. & Donna Easton
3055 S.W. 185
Aloha, Ore.
97006

RECEIVED
STATE HWY ENGR
DEC 11 '85
REFER TO
Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File
X

10,128

K. F. JACOBSEN & CO. INC.

GENERAL CONTRACTORS

4315 S. E. McLOUGHLIN BLVD.
P. O. BOX 02215
PORTLAND, OREGON 97202

Office 239-5532
Plant 282-0983

October 8, 1985

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Mr. Robert W. Gormsen, Commission Services

Re: File No. CON 5 - 10,128, Tualatin Valley Highway

Gentlemen:

Acting upon the telephone conference between myself and Mr. Jack Sollis of the Attorney General's office, this letter is to request that Contract No.10,128 between K.F. Jacobsen & Co., Inc. and the Oregon Department of Transportation be completely executed. The two copies of the contract for this work on the Tualatin Valley Highway at S.W. 185th Avenue were not returned with your letter of October 1st, 1985.

It has been agreed that in a timely manner K.F. Jacobsen & Co.,Inc. will forward a certified copy of the minutes of the Corporation showing authorization for A. Charles Steinwandel, Vice President, and Reba R. Greenman, Assistant Secretary, acting with authority of the Board of Directors, to sign binding and legal documents. This understanding was reached in the knowledge that K.F. Jacobsen & Co. Inc. has entered into numerous contractual relationships with the State of Oregon for better than seven years under what K.F. Jacobsen & Co. Inc. considered binding contracts with said signatures of A. Charles Steinwandel and Reba R. Greenman.

Thank you for your help in resolving this problem.

Sincerely,

K.F. JACOBSEN & CO., Inc.

A. Charles Steinwandel
Vice President and Treasurer

ACS/g
c.c. Jack Sollis

RECEIVED
OCT 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10 12 8

RECEIVED
STATE HWY ENGR
SEP 23 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

September 20, 1985

Mr. Robert C. Cruz
Division Engineer
Unified Sewerage Agency
of Washington County
150 N. First Avenue
Hillsboro, OR 97123

Sanitary Sewer Manhole Adjustment
Tualatin Valley Hwy. @ S.W. 18th
Avenue Section
Tualatin Valley Highway
Washington County
Project No. IX-32(7)

Dear Mr. Cruz:

Reference is made to my letter of May 6, 1985 which set forth the terms for including the adjustment of Unified Sewerage Agency's conflicting sanitary sewer manholes in the highway construction contract for the above-titled project. Those terms were accepted by your agency. A copy of my May 6, 1985 letter is attached for your reference.

Bids have been received on the subject project and the contract was awarded to the low bidder, K. F. Jacobsen & Company, Inc, 4315 S.E. McLoughlin Boulevard, Portland, Oregon 97202.

K. F. Jacobsen & Company, Inc.'s bid for Item 34, adjusting manholes, is $300 each. A copy of the bid schedule is attached. The estimated cost to Unified Sewerage Agency is now:

Adjusting Manholes	9 ea. @ $300	=	$2,700.00

You are now requested to forward a check in the amount of $2,700.00, made payable to the Oregon State Highway, Division to this office at the earliest possible date.

If more or less manholes require adjustment, an appropriate adjustment will be made upon completion of the State's project.

Your cooperation in this matter is appreciated.

Cordially,

Jack M. Cartwright
Utility Relocation Coordinator

JMC:jr
attach.
bc: E. S. Hunter
D. L. Trout
E. L. Hardt
W. G. Bartel

Jan Peterson w/attach.
R. L. Fleming w/attach.

10,128

August 28, 1985

PRO

Rick Daniels, Director
Land Use & Transportation
Washington County
150 North First Avenue
Hillsboro, OR 97124

Subject: Tualatin Valley Highway @ S.W. 185th Ave.
IX-32(17)

Dear Mr. Daniels:

On August 22 the Highway Division received a satisfactory bid from K.F. Jacobsen & Co., Inc., Portland, Oregon 97202, for the subject project.

In keeping with the terms and conditions of Construction-Finance Agreement No. 6879, the County is required to deposit their share of the project costs at this time. The County share and advance deposit is computed as follows:

Contractor's Bid		$ 708,245.50
Anticipated Additional Items:		
Railroad Protective Costs	$ 14,200.00	
Other Railroad Costs	125,663.00	
Permanent Striping	5,000.00	
Signal Controller Testing & Turn-On	2,025.00	
Furnish & Install Bus Shelters	6,500.00	
Landscape at Parking Lot	4,000.00	
PROM Module w/PROMS	700.00	
Repair Soft Subgrade	7,500.00	
E.E.O. Monitoring	2,807.96	168,395.96
SUBTOTAL		$ 876,641.46
Contingencies (4-1/2%)		39,448.87
Engineering (9%)		78,897.73
TOTAL CONSTRUCTION COST		$ 994,988.06
Estimated Preliminary Engineering Cost		230,000.00
TOTAL FOR COMPUTING DEPOSIT		$1,224,988.06
COUNTY SHARE:		
15% of $1,224,988.06 =		$ 183,748.20
Less P.E. Deposit 2/14/79		(16,600.00) ✓
Less Deposit for R.R. work 4/19/85		(19,800.00)
COUNTY ADVANCE DEPOSIT (ROUNDED)		$ 147,350.00

CGIP
9-12-85
Blanket/Pwr Mtg.
lz

lz

We will award the contract when we receive your $147,350 deposit which should arrive no later than September 13, 1985. You may use one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

GEZ:mc
Attachment
bc: w/AD #85-100: Wayne Schulte, Metro Region
V. E. Skoog - Please return completed AD #85-100 when deposit is received.

10,128 8-15-85

Section Tualatin Valley Hwy. At S.W. 185th Ave. Section — Programming Estimate $ 700,000

Highway Tualatin Valley — Project Length 0.37 miles

County Washington — Completion Time All work except Illumination & Signals to be done by 10-31-85

Kind of Work Grading, Paving, Signing & Signals — All work to be done before the elapse of 280 calender days. Est. Comp. Date 2-6-86

Prefix 34-1990-921 — Letting Date July 25, 1985 — Project No. IX-32 (17)

Rev. 6-28-85

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 561,101.50

Anticipated Additional Items:

	Royalty Payment		
	Permit Fees		
	Slide Correction		
X	Railroad Protective Costs	14,200.00	
X	Other Railroad Costs	125,663.00	
	Permanent Signing		
	Permanent Pavement Striping	5000.00	
	Temporary Pavement Striping		
	Remove Pavement Striping (Exist. & Temp.)		
	Temporary Erosion Control		
	State Furnished _____		
	Roadside Seeding & Mulching		
	Asphalt Cement Adjustment		
	On the Job Trainees ($0.80 x ____ hrs.)		
	State Responsibility for Damages		
	Signal Controller Testing & Turn On	2025.00	
	"OPTICOM" Testing		
	Bikeway Signs		
	Bikeway Striping & Legend		
	Furnish & Install Bus Shelters	6500.00	
	Landscaping at Parking Lot	4000.00	
	PROM MODULE W/PROMS	700.00	
	Repair Soft Subgrade	7500.00	

$ 165,588.00

Subtotal $ 726,689.50

. . . . . 32,701.03

. . . . . 65,402.06

Subtotal $

. . . . . .

onstruction . . . . . $ 824,792.59

8-15-85

Diane Galida
P.E. Costs
8-13-85 Fed Bill
181,027.09
+ 39,070.54
220,097.63
USE $230,000 TOT P.E.
GL

5 PM 8-14-85 cc: Wayne Schulte

Rec'd. 6-26-85
GL

Road Design Engineer

Rev. 11/81

10,128 8-15-85

Section Tualatin Valley Hwy. At S.W. 185th Ave. Section — Programming Estimate $ 700,000

Highway Tualatin Valley — Project Length 0.37 Miles

County Washington — Completion Time All work except Illumination & Signals to be done by 10-31-85 All work to be done before the start of 260 calendar days

Kind of Work Grading, Paving, Signing & Signals — Est. Comp. Date 2-6-86

Prefix 34-1990-921 — Letting Date July 25, 1985 — Project No. IX-32 (17)

Rev. 6-18-85 24

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 561,101.50

Anticipated Additional Items:

	Royalty Payment	
	Permit Fees	
	Slide Correction	
X	Railroad Protective Costs	14,200.00
X	Other Railroad Costs	125,663.00
	Permanent Signing	
	Permanent Pavement Striping	5000.00
	Temporary Pavement Striping	
	Remove Pavement Striping (Exist. & Temp.)	
	Temporary Erosion Control	
	State Furnished _____	
	Roadside Seeding & Mulching	
	Asphalt Cement Adjustment	
	On the Job Trainees ($0.80 x ____ hrs.)	
	State Responsibility for Damages	
	Signal Controller Testing & Turn On	2025.00
	"OPTICOM" Testing	
	Bikeway Signs	
	Bikeway Striping & Legend	
	Furnish & Install Bus Shelters	6500.00
	Landscaping at Parking Lot	4000.00
	PROM MODULE W/PROMS	700.00
	Repair Soft Subgrade	7500.00

Adjust Utilities:

$ 165,588.00

Subtotal $ 726,689.50

Contingencies (4-1/2%) 32,701.03

Engineering (8, (9,) 10%) 65,402.06

Subtotal $

Credit for _____ . . . . _____

Estimated Net Authorization, Construction . . . . $ 824,792.59

APPROVED Received 1:35 PM 6-24-85 cc: Wayne Schulte Rec'd. 6-26-85 EL

CL.

Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Rev. 6-18-85

SECTION	COUNTY	SHEET	OF
Tualatin Valley Hwy. At S.W. 185Th Ave.	Washington	1	3

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Grading, Paving, Signing & Signals		0.37 Mile	6-11-85	Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Mobilization		Lump Sum	All	—	42,000.00
	Temporary Protection and Direction of Traffic		Lump Sum	All	—	5000.00
	Temporary Signs		Sq. Ft.	579	8.00	4632.00
	Temporary Barricades		Each	16	70.00	1120.00
	Temporary Plastic Safety Markers		Each	40	40.00	1600.00
	Flaggers		Hour	600	17.00	10,200.00
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	—	5000.00
	Removal of Structures and Obstructions		Lump Sum	All	—	2500.00
X	General Excavation		Cu. Yd.	3708	5.00	18,540.00
	Trench Excavation		Cu. Yd.	288	10.00	2880.00
	Finishing Roadbed and slopes		Lump Sum	All	—	3700.00
	Furnishing and Placing Topsoil		Cu. Yd.	100	15.00	1500.00
	Aggregate Base		Ton	900	8.00	7200.00
	Treated Base		Ton	5000	13.50	67,500.00
	Class "C" Asphalt Concrete Mixture		Ton	6135	18.00	110,430.00
	Asphalt Cement in Mixture		Ton	370	175.00	64,750.00
	Retaining Wall		Lump Sum	All	—	2500.00

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION		COUNTY	SHEET	OF
Tualatin Valley Hwy. At S.W. 185th Ave		Washington	2	3
KIND OF WORK	**KEY NUMBER**	**LENGTH**	**DATE**	**NAME**
Grading, Paving, Signing & Signals		0.37 Miles	6-11-85	Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	8-inch Culvert Pipe		Lin.Ft.	20	10.00	200.00
	12-inch Culvert Pipe		Lin.Ft.	40	18.50	740.00
	8-inch Storm Sewer Pipe		Lin.Ft	80	10.00	800.00
	12-inch Storm Sewer Pipe		Lin.Ft.	1080	18.50	19,980.00
	15-inch Storm Sewer Pipe		Lin.Ft.	146	23.00	3358.00
	Extra for Pipe Under Pavement		Lin.Ft.	126	15.00	1890.00
	Concrete Manholes		Each	6	1200.00	7200.00
	Concrete Inlets, Type "CG-1"		Each	16	450.00	7200.00
	Concrete Inlets, Type "CG-2"		Each	7	450.00	3150.00
	Concrete Inlets, Type "G2 [illegible]"		Each	1	650.00	650.00
	Concrete Walks		Sq. Yd.	1550	12.50	19,375.00
	Concrete Driveways		Sq. Yd.	525	18.50	9712.50
	Concrete Curbs, Type "A"		Lin.Ft.	5100	6.50	33,150.00
	Concrete Curbs, Type "C"		Lin.Ft.	400	5.00	2000.00
	Extra for Asphalt Approaches		Each	11	175.00	1925.00
	Extra for Asphalt Walks		Sq. Yd.	200	3.00	600.00
	Adjusting Manholes		Each	11	150.00	1650.00
	Adjusting Inlets		Each	2	200.00	400.00
	Single Mailbox Supports		Each	5	100.00	500.00
	Capping Inlets		Each	7	175.00	1225.00
	Shelter Foundations		Sq. Yd.	20	25.00	500.00
	Remove and Reinstall Existing Bus Shelters		Each	1	1000.00	1000.00

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Rev. 6-~~18~~-24-85

SECTION	COUNTY	SHEET	OF
Tualatin Valley Hwy. At S.W. 185th Ave.	Washington	3	3

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Grading, Paving, Signing & Signals		0.37 Miles	6-11-85	Vincent

	NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
		SIGNING					
		Removal of Existing Sign Installations		Lump Sum	All	—	250.00
		Wood Sign Posts		Lump Sum	All	—	3800.00
		Signal Pole Mounts		Lump Sum	All	—	1350.00
		Type "AA" Signs in Place		Sq. Ft.	245	19.00	4655.00
		Type "C" Signs in Place		Sq. Ft.	81	12.00	972.00
		Type "D" Signs in Place		Sq. Ft.	156	12.00	1872.00
		Type "EE" Signs in Place		Sq. Ft.	7	14.00	98.00
		Type "EEE" Signs in Place		Sq. Ft.	9	14.00	126.00
		Type "U" Signs in Place		Sq. Ft.	24	18.00	432.00
		Move Existing Signs		Lump Sum	All	—	1000.00
		ILLUMINATION					
X							
X		Roadway Lighting Poles and Arms		Lump Sum	All	—	1200.00
X		Luminaires, Lamps and Ballasts		Lump Sum	All	—	1200.00
X		Switching, Conduit, Wiring, Etc.		Lump Sum	All	—	2400.00
		TRAFFIC SIGNALS					
		Traffic Signal Installation, Complete		Lump Sum	All	—	59,440.00
		Fire Preemption System, Complete		Lump Sum	All	—	5649.00
X		Model 170 Controller Equipment, Complete		Lump Sum	All	—	8400.00
X							$561,101.50

jc

TRA 7-X

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-32(17) Sp.

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90008

2A. COUNTY NAME: Washington

RECEIVED
STATE HWY ENGR
AUG - 8 '85
REFER TO Potter
FOR
Orig. w/ att. 8/8
Instr | Taxes | R/D | D/R | Sign | Act | File

6. TO:

Mr. E. S. Hunter
Acting State Highway Engineer
State of Oregon
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: July 31, 1985

8. FEDERAL ROUTE NUMBER: Primary 32

9. STATE ROUTE NUMBER: Primary 29

10. GENERAL LOCATION:

T. V. Highway at S. W. 185th Ave. (Aloha) Section

11. GENERAL DESCRIPTION OF WORK

Channelization and Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)*
  Anticipated items as shown in your "PS&E" Estimate dated 7-17-85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 7-29-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $685,339; Federal Funds $582,536.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing striping, to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/6/85	G. K. Hansen	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,128

WASHINGTON COUNTY

ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97124

BOARD OF COMMISSIONERS
WES MYLLENBECK, Chairman
BONNIE L. HAYS, Vice Chairman
EVA M. KILLPACK
JOHN E. MEEK
LUCILLE WARREN

DEPT. OF LAND USE AND TRANSPORTATION
Engineering/Survey Division
2nd Floor
(503) 648-8761

May 6, 1985

Wayne Schulte
Oregon Dept. of Transportation
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

RE: 185TH AVENUE & T.V. HIGHWAY PLANS

Attached is one set of signed plans for the above project; if I can be of assistance in this matter, my number is 648-8645.

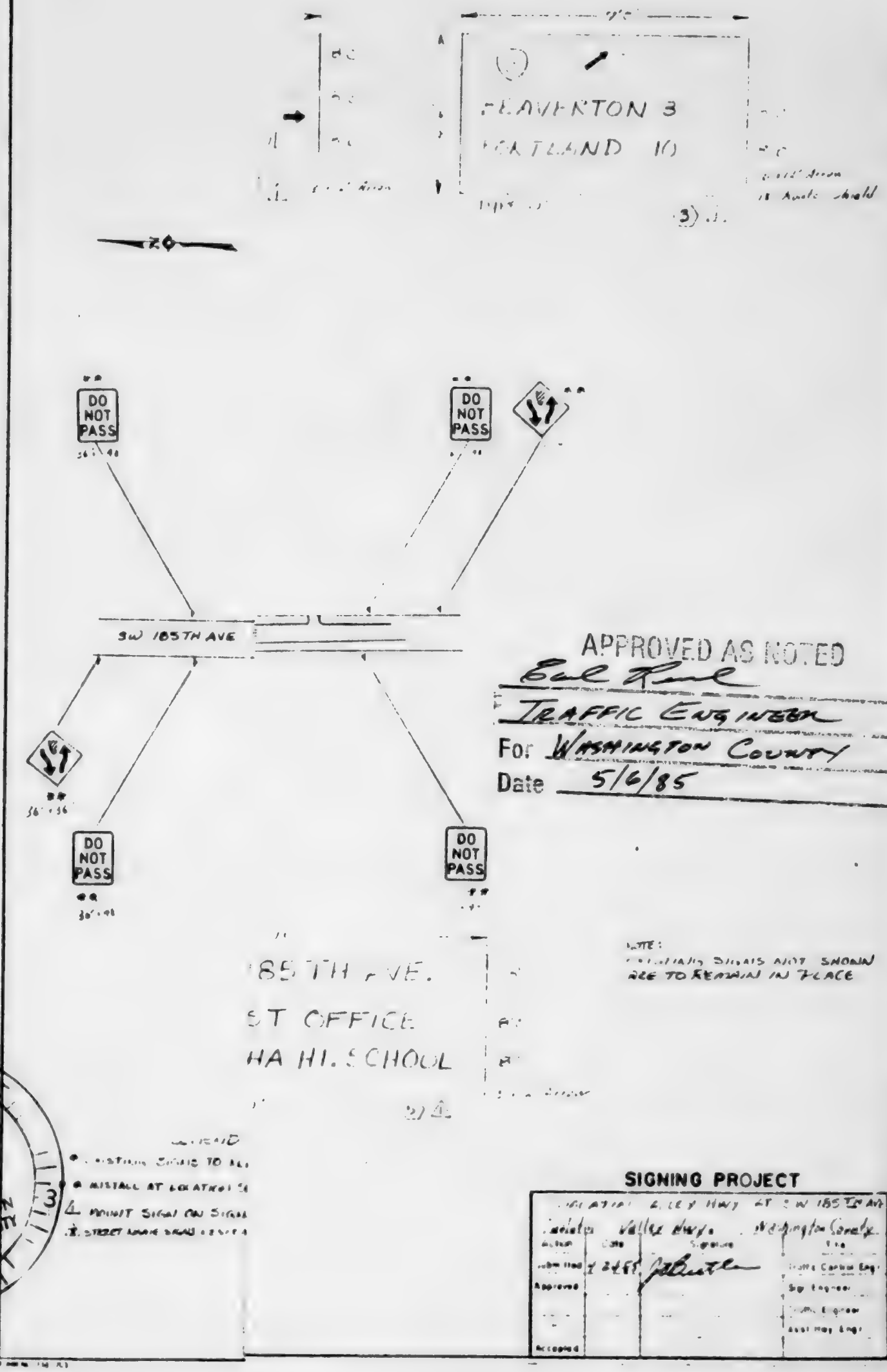
Earl Reed, P.E.
Traffic Engineer

ER:hs
Enclosure

cc w/plans to Traffic

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAY 08 1985
REFER TO Local Prog
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

an equal opportunity employer



APPROVED AS NOTED
Earl Rael
TRAFFIC ENGINEER
For WASHINGTON COUNTY
Date 5/6/85

RECEIVED
MAY 2 1985
LAND USE & TRANSPORTATION
WASHINGTON COUNTY

May 6, 1985

Mr. Robert C. Cruz
Division Engineer
Unified Sewerage Agency
of Washington County
150 N. First Avenue
Hillsboro, OR 97123

Sanitary Sewer Manhole Adjustment
Tualatin Valley Hwy. @ S.W. 185th
Avenue Section
Tualatin Valley Highway
Washington County
Project No. IX-32(7)

Dear Mr. Cruz:

Bids will be received by the Oregon Transportation Commission on the above-titled highway project on June 27, 1985. Nine (9) sanitary sewer manholes owned by your Agency conflict with the proposed construction and will have to be adjusted. The conflicting manholes are shown, highlighted in red, on the attached preliminary plan sheets 4 and 4A for the project.

All of the manholes are located on public road right-of-way, therefore, the cost of adjustment is not reimbursable. The cost of adjustment will have to be paid by your Agency.

Your letter, dated April 29, 1985, requested that the adjustment of your sanitary sewer manholes be included as a bid item in the highway construction contract. Your request has been accepted and the manholes are shown on the plans to be adjusted by the highway project contractor. Estimated cost to your Agency is as follows:

Adjust Manhole	9 @ $150 =	$1,350

The Oregon State Attorney General's office has set forth an opinion, based on the statutes governing the allocation of highway construction costs, that the cost of non-highway construction (your sanitary sewer manholes in this case) must be deposited with the agency administering the highway construction contract in advance of actual construction. The State Highway Division will be administering the contract for this project, therefore, your agency will be required to reimburse the State Highway Division.

Upon award of the contract for the subject project, your Agency will be advised of the unit bid price for the adjustment of manholes as submitted by the accepted low bid contractor. Your Agency will be requested at that time to forward a check to cover the cost of adjusting the nine sanitary sewer manholes located on state highway right-of-way.

If the terms set forth above, for the adjustment of your sanitary sewer manholes are acceptable to the Agency, please execute two copies of this letter in the space provided below and return the two copies to this office.

Yours truly,

Jack M. Cartwright
Utility Relocation Coordinator

JMC:jr

APPROVED
UNIFIED SEWERAGE AGENCY
OF WASHINGTON COUNTY

Date_____

By_____

Title_____

bc: E. S. Hunter
D. L. Trout
E. L. Hardt w/attach.
W. G. Bartel w/attach.
R. L. Fleming w/attach.
Jan Peterson w/attach.

RECEIVED
STATE HWY ENGR
MAY 7 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ret | File

ROW 18-2

STATE OF OREGON

INTEROFFICE MEMO

TO: Robert Gormsen
Commission Services

DATE: April 29, 1985

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: Service Contract No. 85-6
Crossing No. FD-758.70
S.W. 185th Avenue
Washington County
ODOT Agreement No. RR-1181
Project No. IX-32(17)

RAILROAD COMPANIES
FILE No. 111

Attached is the State's fully-executed counterpart of a Service Contract between the Southern Pacific Transportation Company and the Oregon Department of Transportation, Highway Division, calling for widening and the installation of grade crossing protection devices at the subject grade crossing. This work is a part of a construction project called Tualatin Valley Highway at 185th Avenue.

RDT:jr
Attachment

cc: D. E. Wilken, FHWA w/copy
C. O. Fredrickson w/copy
V. E. Skoog w/copy ATTN: Rose Wickham
Don Trout w/copy (2)
E. L. Hardt w/copy (2) - Please give copy to Project Manager.

Noted in agreement book 5/9/85

RECEIVED
APR 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-32(17)

2. STATE PROJECT NO. See below

3. FROM Dale E. Wilken
Division Administrator, FHWA OR Div
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 90008

2A. COUNTY NAME Washington

6. TO

Mr. H. S. Coulter
State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
3-29-85	Primary 32	Primary 29

10. GENERAL LOCATION:

T. V. HIGHWAY AT SW. 185th AVENUE (ALOHA) SECTION

11. GENERAL DESCRIPTION OF WORK

Widen crossing to 66 feet and install signals and gates

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter dated March 21, 1985 you are authorized to proceed with the work covered by the Agreement with Southern Pacific Transportation Company approved by the Highway Division on March 8, 1985 at a total estimated cost of $126,663; Federal Funds $106,813.

Also, as requested, you are authorized to proceed with Construction Engineering by State Forces at a TEC of $6,283; Federal Funds $5,340.

Preliminary Engineering charges for work necessary to prepare final plans for this project are eligible even though PS&E approval has been granted.

RECEIVED
STATE HWY ENGR
APR 12 '85
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/2/85	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,128

March 25, 1985

PRO

Rick Daniels
Director of Public Works
Washington County
150 North First Street
Hillsboro, OR 97124

Dear Mr. Daniels:

We have submitted a program to the Federal Highway Administration for approval to adjust the railroad facilities on the T.V. Highway at S.W. 185th Avenue project. Upon receipt of FHWA approval and the County share of the cost, the work will commence so that it will be completed prior to contracting the channelization and signalization improvements.

The County share of the railroad work is computed as follows:

Estimated Cost Railroad Work	$125,663
Construction Engineering	6,283
TOTAL COST	$131,946
Less Federal Funds	(112,146)
COUNTY SHARE & ADVANCE DEPOSIT	$ 19,800

Please submit your $19,800 advance deposit using one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

GE2:pf
Attachment

bcc w/AO #85-25: Wayne Schulte, Metro Region
V. E. Skoog - Please return completed AO #85-25 when deposit is made.

4-18-85 Schulte checking on deposit. E

Rec'd 4-19-85 19,800 LGIP G

10,128

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: March 21, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 90008
Project No. IX-32(17)
T.V. Hwy. @ S.W. 185th Ave. (Aloha) Section
Tualatin Valley Highway
Washington County

Enclosed is data consisting of PR-1 forms, project maps and a proposed railroad agreement on the subject project.

I request the following:

1) Authorization to proceed with work by the railroad as set forth in the proposed railroad agreement at an estimated total cost of $125,663 with an obligation of $106,813 in federal funds.

2) Authorization to proceed with construction engineering by state forces necessary to monitor work by the railroad at an estimated total cost of $6,283 with federal funds of $5,340.

Approval for the required adjustment of the railroad facilities is being requested at this time prior to PS&E for the construction contract to assure no delay to the contractor.

CPL:bkb
Enc.
cc: R. Trygstad
K. Bunk
G. Zehner
General Files

3-22-85
Request for A.D.
to Typ. G

Form 734-3122

Budget Bureau No. 41-R2067; Approval

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-81)

U.S. DEPART
BUREAU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

March 21, 1985

CARD 2	REPORT NUMBER		PROJECT LOCATION (45 typewriter spaces)			ADT	PRESENT	FUTURE	YEAR		REGION	STATE NAME		STATE CODE			
	(18)	(20)	SR 8, Intersection S.W. 185th Ave. (Aloha) 21		68		30,000	---- (66)	(70)	---- (71) (72)	10	Oregon		41 (2)			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)		NATL. FOREST		% ROUTE NO.		SUPV AGCY	DA CLASSIF.	DA AREA		EMERG. YR.	PL. AUTH YR	PROJECT NUMBER				
	Channelization & Traffic Sig. 26	62	(63)	(65)	(66)	(68)	(69)	(70)	(71)	(72)	(73)	(74) (75)	PREFIX LETTER(S) 14	IX- 28	NUMBER 7	32	SEQ. NO. (17)
CARD 4	CLASS OF FEDERAL FUNDS										COUNTY NAME				CODE		
	Interstate Substitutions										Washington				(114) (115) 067		
	NAME OF URBAN AREA										ROUTE NO.	FEDERAL-AID		STATE		U.S.	
	Portland 17-31										P	32 UP (32)		29 (36) (37)		---- (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS County
1	(16-18)	(19)	41	42	43 46	53		(54) (59)	(60) (66)	(67) (70)		
5					PE							
5					ROW		"T.V. Hwy. @ S.W. 185th Ave. (Aloha) Section"					
5					CONST (CODE) TOPICS Y008 Y031	012				(Mt. Hood)		
								0.0	800,000	680,000	----	120,000
								0.0	800,000	680,000	----	120,000

(16) (23) (24) (39)

CARD 1	CODE 1	PREPARED BY	CPL	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	2-8-79	

REMARKS
Additional Data: See Item No. 90008; Project Nos. IX-32(7) and IX-32(14).

Key #

over

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

ION NO.

W.O.

FORM PR-1 (REV. 4-61)

March 21, 1985

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	SR 8, Intersection S.W. 185th Ave. (Aloha)	ADT	30,000	----	----	10	Oregon	41	177	90008

F PROPOSED WORK (35 typewriter	NATL. FOREST	F-A ROUTE NO.	SUPV ADCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST M.	DESIG.
nelization & Traffic Sig.								IX-	32	(17)		

ERAL FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Interstate Substitutions	Washington	067	1 OR 2

N AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Portland	P	32 UP	29	----

CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
		PE		"T.V. Hwy. @ S.W. 185th Ave. (Aloha) Section"						
		ROW								
		CONST (CODE) TOPICS Y008 Y031	012		0.0	800,000	680,000 (Mt. Hood)	----	120,000	
				PROJECT TOTALS	0.0	800,000	680,000	----	120,000	

PREPARED BY: CPL

PROGRAM APPROVAL DATES: 2-8-79

REMARKS: Additional Data: See Item No. 90008; Project Nos. IX-32(7) and IX-32(14).

Key #

over-

USCOMM DUSCOMM-DC 40903-P61

Project Data: Work under this project consists of the following: 1) Grade, drain and high-type pave necessary to channelize the existing intersection to provide for four travel lanes with left turn lanes on the Tualatin Valley Hwy. and 185th Ave., 2) Revise existing traffic signal installation to multi-phase signal.

Railroad Protective Service including work by railroad forces to widen existing crossing and upgrade flashing lights and automated drop arm gates. Adjustment of utilities as required.

Data for FHWA-37: Type Code Y008 ---------- $730,000
Type Code Y031 ---------- $ 70,000

Note: 1) This project is in Congressional District No. 1.
2) Included in FY '85 MSD TIP, Item No. 179, Page 88.

10,128

2-8-85

IX-9043(5)

AGREEMENT AMENDMENT NO. 2

185TH AVENUE PRELIMINARY ENGINEERING/ENVIRONMENTAL ASSESSMENT PROJECT

WASHINGTON COUNTY

This Agreement Amendment No. 2 dated 10/23, 1984 is by and between Washington County ("COUNTY") and Gruen Associates ("CONSULTANT") as Amendment No. 2 to the 185th Avenue Preliminary Engineering/Environmental Assessment Project approved by Washington County Minute Order #83-65 dated 2/1/83.

WHEREAS, Washington County and the Oregon Department of Transportation have held a series of meetings to review and discuss the 185th Avenue Preliminary Engineering/Environmental Assessment Project and, particularly, a revised travel forecast, and

WHEREAS, as a result of these meetings, it is the intent of Washington County and the Oregon Department of Transportation to proceed with the revised traffic and impact analysis.

NOW THEREFORE, the Project scope of work and cost shall be modified as follows:

TASK 1. Analyze 185th Avenue Improvements Based on Revised Traffic Forecasts:

Following approval of the Tanasbourne Community PUD, Washington County staff prepared revised traffic forecasts for the 185th Avenue area which reflected traffic demand increases anticipated to result from the approved PUD. Subsequently, additional traffic forecast revisions were made by Washington County staff for the Build and No Build alternatives to address potential transit diversion and staged development plans. ODOT and Metro have now approved both sets of revised forecasts. Preliminary traffic analysis to date indicates that modifications to the proposed design of the 185th Avenue improvement project

is necessary in certain areas to accommodate the revised traffic demand forecasts. Task 1 will determine these preliminary design modifications and incorporate them into the 185th Avenue plan and profile drawings.

Based on the approved traffic forecasts, the Consultant will analyze the proposed 185th Avenue typical cross sections and intersection improvements to determine where additional capacity will be needed and what specific roadway and intersection modifications can provide the needed capacity. The analysis and recommendations will be presented to and reviewed with the 185th Avenue Technical Advisory Committee. Following approval by Washington County, the Consultant will revise the 1"=100' plan and profile drawings to incorporate the improvement modifications, revise project cost estimates accordingly, and revise the environmental impact analysis and draft EIS as required to reflect the changes in traffic, physical improvements, R/W and other impacts. These revisions will be reviewed with the TAC and coordinated with the work of Task 2. Following authorization by Washington County, the Consultant will print the revised draft EIS, furnish the printed copies of the draft EIS to Washington County for distribution, and attend the Public Hearing, as provided in the Basic Agreement for Engineering Environmental Services.

TASK 2. Analyze 185th Avenue with Evergreen Road at Tanasbourne Mall Entrance: Major growth and new development is anticipated in the Tanasbourne area between Cornell Road and Sunset Highway, including the approved Tanasbourne Community PUD west of 185th Avenue and the planned Tanasbourne regional shopping center east of 185th Avenue. Although the ultimate road and circulation requirements for these areas have not been fully determined, it will be assumed for the 185th Avenue DEIS that a new Evergreen Road extension will be located at the Tanasbourne Mall main entrance. Based on this assumption, the Consultant will analyze the traffic operation and level of service of 185th Avenue between this intersection and the Sunset Highway interchange ramps. This analysis will identify the widening

and improvements needed to accommodate future traffic along 185th Avenue while maintaining the existing function of Sunset Highway as a high-capacity transportation facility. The analysis will determine 185th Avenue capacity, traffic service and lane requirements, as well as effectiveness in maintaining good traffic operations on Sunset Highway. The results of this analysis will be presented to the 185th Avenue TAC and ODOT for review and comment. Following authorization by Washington County, the proposed improvement plan for 185th Avenue will be incorporated into the draft EIS together with the necessary revisions.

SCHEDULE AND COSTS

Time is of the essence for the work identified in Agreement Amendment No. 2. Assuming expeditious review and approval of the Task 1 and Task 2 analysis by Washington County, ODOT and FHWA, the Consultant will complete the revised draft EIS and submit to Washington County for final approval by November 30, 1984.

Costs associated with the work are:

Task 1. Analyze 185th Avenue Improvements Based on Revised Traffic Forecasts:

• Traffic Capacity and Lane Analysis	$ 6,400
• Design and Drawing Revisions	5,000
• Revise Impact Analysis and Draft EIS	6,800
• TAC/ODOT Meetings, including expenses	1,350
Subtotal:	$ 19,550

Task 2. Analyze 185th Avenue at Evergreen Road and Sunset Highway:

• Traffic Capacity and Level of Service	$ 3,500
• Sunset Highway Interchange Operations	2,500
Subtotal:	$ 6,000

Agreement Amendment No. 2 Total: $ 25,500

The work will be carried out under the direction of Fred Pearson, Vice President, Gruen Associates, to maintain full coordination with the previous 185th Avenue work.

The original Agreement was authorized for engineering services at a maximum lump sum of $179,155. Agreement Amendment No. 1 was for an additional maximum lump sum payment of $16,450. This Agreement Amendment No. 2 is for an additional maximum lump sum payment of $25,550.

Payment for all preliminary engineering and draft Environmental Impact Statement work accomplished under the terms of this Agreement shall be lump sum in the total amount of Two Hundred Twenty-One Thousand, One Hundred and Fifty-Five Dollars ($221,155).

OTHER PROVISIONS

All other portions of the 185th Avenue Agreement and of Agreement Amendment No. 1 between Gruen Associates and Washington County not modified herein shall remain the same and in full force.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement Amendment No. 2 on the dates hereinafter written.

UMTA Concurrence
By Gary A. Potter, Manager
Program Section
Date 2-8-85

CONSULTANT

Gruen Associates

By: [signature]

Title: Partner

Date Oct 10, 1984

APPROVED AS TO FORM

CHIEF ASSISTANT COUNTY COUNSEL
FOR WASHINGTON COUNTY, ORE.

COUNTY

Washington County

By: [signature]

Title: Chairman, Board of County Commissioners

Date: 10/23/84

ATTEST: BOARD OF COUNTY COMMISSIONERS

MINUTE ORDER NO. 84-492

DATE 10/23/84

BY [signature]
CLERK OF THE BOARD

10,128

IX-9043(5)

2-5-85

GRUEN ASSOCIATES
ARCHITECTURE · PLANNING · ENGINEERING

AGREEMENT AMENDMENT NO. 1
185th AVENUE PRELIMINARY ENGINEERING/ENVIRONMENTAL ASSESSMENT PROJECT
WASHINGTON COUNTY

This Agreement Amendment No. 1 dated 10/23, 1984 is by and between Washington County ("COUNTY") and Gruen Associates ("CONSULTANT") as Amendment No. 1 to the 185th Avenue Preliminary Engineering/Environmental Assessment Project approved by Washington County Minute Order #83-65 dated 2/1/83.

WHEREAS, Washington County and the Oregon Department of Transportation have held a series of meetings to review and discuss the 185th Avenue Preliminary Engineering/Environmental Assessment Project and, particularly, the Project Limits and the No Project Alternative, and

WHEREAS, as a result of these meetings, it is the intent of Washington County and the Oregon Department of Transportation to expand the EIS description of the No Project Alternative and to extend the EIS Project Limits south to the Tualatin Valley Highway.

NOW THEREFORE, the Project scope of work and cost shall be modified as follows:

No Build Alternatives

Consultant shall modify the draft EIS to discuss the No Build Alternative in terms of the projected traffic demand in this corridor based on County Comprehensive Plan land uses. If it is concluded that the existing 185th Avenue facility cannot accommodate this level of projected demand, a

discussion of the probable No Build consequences as indicated below will be incorporated in the draft EIS:

1. Traffic congestion and delays will increase while conflicts and safety problems will worsen as traffic overloads increase.
2. Discretionary peak period travel on 185th Avenue will tend to shift to:
   a) other times of day, if capacity is available, to avoid peak hour congestion, and
   b) other arterial and local routes, if capacity is available, to avoid 185th Avenue, and
   c) other travel modes if acceptable alternatives are available:
3. Some trips will be deferred and consolidated by combining several trips.
4. Some planned land use development may be deferred or inhibited until traffic problems are solved and additional capacity is provided along 185th Avenue. This may have the effect of increasing development pressures in other locations.

Consultant shall reference this discussion in the land use, traffic and air quality sections of the draft EIS, and shall indicate that use of the projected traffic volumes for the No Build Alternative represents a theoretical worst case traffic loading which would actually be modified and mitigated by the factors described above.

Extend Limits to Tualatin Valley Highway

Consultant shall revise the draft EIS to extend the 185th Avenue project limits south to include the proposed ODOT intersection improvement at 185th Avenue and TV Highway and summarize the environmental impacts of this improvement based on the TV Highway FEIS. This extension of limits will define the project so that it has independent utility as required under FHWA regulations, and will confirm that compatible traffic forecasts have been used as the basis for the entire project improvements from Rock Creek Boulevard to TV Highway.

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

discussion of the probable No Build consequences as indicated below will be incorporated in the draft EIS:

1. Traffic congestion and delays will increase while conflicts and safety problems will worsen as traffic overloads increase.
2. Discretionary peak period travel on 185th Avenue will tend to shift to:
   a) other times of day, if capacity is available, to avoid peak hour congestion, and
   b) other arterial and local routes, if capacity is available, to avoid 185th Avenue, and
   c) other travel modes if acceptable alternatives are available:
3. Some trips will be deferred and consolidated by combining several trips.
4. Some planned land use development may be deferred or inhibited until traffic problems are solved and additional capacity is provided along 185th Avenue. This may have the effect of increasing development pressures in other locations.

Consultant shall reference this discussion in the land use, traffic and air quality sections of the draft EIS, and shall indicate that use of the projected traffic volumes for the No Build Alternative represents a theoretical worst case traffic loading which would actually be modified and mitigated by the factors described above.

Extend Limits to Tualatin Valley Highway

Consultant shall revise the draft EIS to extend the 185th Avenue project limits south to include the proposed ODOT intersection improvement at 185th Avenue and TV Highway and summarize the environmental impacts of this improvement based on the TV Highway FEIS. This extension of limits will define the project so that it has independent utility as required under FHWA regulations, and will confirm that compatible traffic forecasts have been used as the basis for the entire project improvements from Rock Creek Boulevard to TV Highway.

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

Schedule and Cost

Revisions described above can be accomplished without significantly lengthening the planning project work schedule. The draft DEIS is under consideration by the ODOT-FHWA Study Committee and review comments on the draft EIS are planned to be submitted to Gruen Associates by April 1, 1984. The Supplement work identified in the contract will be completed no later than May 30, 1984.

An additional 290 person-hours is estimated to be required for the EIS revisions described above. The following additional Consultant costs are estimated:

Labor Cost	$16,200
Expenses	250
	$16,450

The work will be carried out under the direction of Fred Pearson, Vice President, and Terry Hayes, Senior Planner of Gruen Associates, to maintain full coordination with the previous 185th Avenue work.

The original agreement authorized for engineering services at a maximum lump sum of $179,155. This Supplemental agreement is for an additional maximum lump sum payment of $16,450.

Payment for all preliminary engineering and draft Environemtnal Impact Statement accomplished under the terms of this Agreement shall be lump sum in the total amount of One Hundred Ninety-Five Thousand, Six hundred and Five dollars ($195,605.)

Other Provisions

All other portions of the 185th Avenue Agreement between Gruen Associates and Washington County not modified herein shall remain the same and in full force.

66

IN WITNESS WHEREOF, the parties hereto have executed this Agreement Amendment No. 1 on the dates hereinafter written.

CONSULTANT

Gruen Associates

By: Allen Rutherford, P.E.

Title: Partner

Date: April 19, 1984

Allen Rutherford P.E.

COUNTY

Washington County

By: [signature]

Date: 10/23/84

APPROVED [illegible] COUNTY
BOARD OF [illegible]
MINUTE ORDER 84-892
DATE 10/23/84
BY [signature]

APPROVED AS TO FORM
[signature]
CHIEF ASSISTANT COUNTY COUNSEL
FOR WASHINGTON COUNTY, ORE.

OSHD Concurrence

By [signature]
Gary A. Potter, Manager
Program Section

Date 2-8-85

~~Washington Co.~~
29

DES 16

ROAD DESIGN SECTION

Dale Rossman
Right of Way Unit
Metro Region

September 19, 1984

ROM: Karl Keller, Designer Karl Keller

Tualatin Valley Highway @ S.W. 185th Ave.
Washington County
File No. 53774 (Bike Shop)

Your request that we review the need for a slope easement on the bike shop property has been completed. We find from field data submitted by Bob Schalk's office that with the construction of the new concrete walk, a 5' easement for slopes is not necessary. As per our phone conversation of this date, you indicated that no future driveway access will be permitted on this property and that new driveways were not included in the new sidewalk construction.

We will submit a revision request to the Right-of-Way Description Unit to have the file cancelled if you request it.

KK:bn

cc: Curt Duval

bcc: K. Keller 116

29

ROAD DESIGN-HIGHWAY DES 16

Marvin McEldowney, Region Appraiser
Region I - Milwaukie

September 17, 1984

Karl Keller Karl Keller
Designer

File 53783-Milco, Inc.
Tualatin Valley Hwy. @ 185th
Tualatin Valley Hwy. (Hwy. #29)

I received your letter dated September 11, 1984 regarding File 53783 on the subject project. I have reviewed the sketches and discussed your concerns with my supervisor, Fred Eriksen. We find that the five parking stalls indicated on your sketch will fit the property if the most northerly 24' driveway is located at the north edge of the Milco property, and the most southerly 30' driveway is located on the adjacent Firma property to the south (See Attached Sketch).

This letter confirms our telephone conversation of September 17, regarding this problem.

KK:mg

bc: Karl Keller mc

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Troost
Wakeelg

RECEIVED
SEP 18 1984
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ____/____/____
Action

TUALATIN VALLEY Hwy @ SW 185TH
T.V. HIGHWAY
WASHINGTON CO.
SCALE 1" = 20'

N

11 — 12 — 13

S.W. 185TH AVE

110'

MILCO INC
53783

24'

Temp. Ease

COMPACT

30'

10,128

August 20, 2004

FAX

Rick Daniels
Director of Public Works
Washington County
150 North First Street
Hillsboro, OR 97124

Dear Mr. Daniels:

We have approval from the Federal Highway Administration to proceed with the R/W acquisition for the T.V. Highway at S.W. 185th Avenue project.

The recently executed Construction-Finance Agreement No. 0079 requires that the County deposit its share of the R/W cost at this time. The County share is computed as follows:

Total Estimated R/W Cost	$1,302,000
Less Federal Funds	(1,137,700)
County Share & Advance Deposit	$ 204,300

Please submit your $204,300 advance deposit using one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

GAP:pf
Attachment

cc w/AD # 04-93: Wayne Schulte, Metro Region
V. E. Skoog-Please return completed AD #04-93 when deposit is made.

Jia 7-8
1 p. 1

August 21, 1984

Washington County Board of Commissioners
150 First North, Room 418
Hillsboro, OR 97123

AGR 4-2

Attention: Marilyn Crutsinger
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 6879

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the Tualatin Valley Highway (FAP 32) at SW 185th Avenue Section.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

10,128

HIGHWAY DIVISION

PRO

H.S. Coulter
State Highway Engineer

August 16, 1984

Gary A. Potter, Manager
Program Section

Construction Finance Agreement #6879
Interstate Transfer Project
Tualatin Valley Highway @ 185th Avenue
Washington County

Attached for your approval are three properly executed copies of a Construction Finance Agreement for improvements to the intersection of Tualatin Valley Highway @ 185th Avenue. This project was approved by the Oregon Transportation Commission on November 28, 1978, at which you were authorized and directed to sign the necessary agreements for and on behalf of the Commission.

I recommend approval.

EDM:me
Attachment
cc: Wayne Schulte, Metro

10,128 7-13-84

OREGON STATE HIGHWAY DEPARTMENT

TO: WAYNE SCHULTE

SUBJECT: T.V. Highway at S.W. 185th Ave.

FROM: Bob Schalk for CURT DUVAL Location Manager

DATE: July 11, 1984

See comments on Sheet 4A from Washington County and Bob Schalk.

Washington County has requested that the existing pavement on S.W. 185th South of T.V. Highway should be removed and rebuilt.

The surfacing design section has proposed 3.5 inches total A.C. overlay (see attached June 11 and June 27 letters and attachments). Please have Surfacing Design Unit re-evaluate design to consider Washington County's request.

pa

cc Don Adams

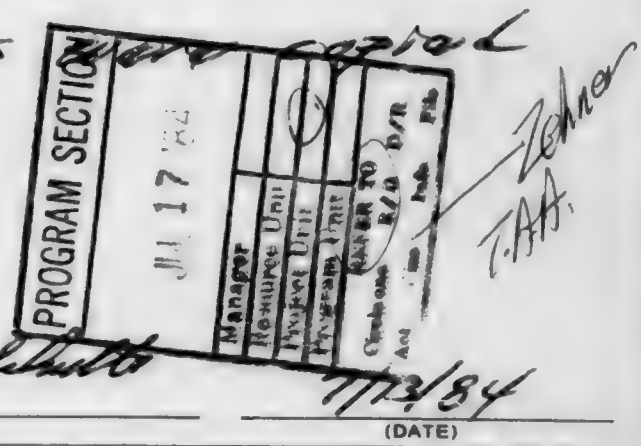
Kathleen M. Howell
(SIGNATURE)

PLEASE REPLY HERE

Cabina:

The "Approved as Noted" plans from Wa. County were sent to Don Adams by C. Duval's office.

Comments on attached plans from Wa. County's submittal.



Wayne Schulte 7/13/84

CC: _____ (SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-32(14)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90008

2A. COUNTY NAME: Washington

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 5/30/84

8. FEDERAL ROUTE NUMBER: Primary 32

9. STATE ROUTE NUMBER: Primary 29

10. GENERAL LOCATION:

T. V. Highway at SW 185th Avenue (Aloha) Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [XX] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 5/24/84 you are now authorized to proceed with the actual acquisition of parcels shown on R/W maps 1-H-1011 and RR 9B-23-5 at a TEC of $1,262,000, Federal Funds $1,072,700.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
JUN 1 '84
REFER TO
Potter
FOR

Orig. to 6/1

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/30/84	John D Wickman	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: May 24, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project No. IX-32(14)
Item No. 90008
T.V. Hwy. @ S.W. 185th Ave. (Aloha)
Tualatin Valley Highway
Washington County

I request authorization to proceed with the actual acquisition of the right-of-way as programmed, and as outlined in red on the previously submitted right-of-way maps 1-H-1011 and 9-23-5.

Relocation plan previously submitted, dated 1/24/84 was approved 3/20/84.

Authorization to proceed as requested will involve a change in financing as follows:

	Total Cost	Federal Funds	Appn Code
Previous	$ 100,000.00	$ 85,000.00	580
Additional	1,262,000.00	1,072,700.00	580
Total	$1,362,000.00	$1,157,700.00	

RHZ:bkb
cc: J. Boyd
K. Bunk
Don Aman
G. Zehner
General Files

Form 734-3122

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: May 3, 1984

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT:

RX 63
PUC CROSSING NO. FD-758.7
DOT CROSSING NO. 749 323 T

In the Matter of the Application of DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, on behalf of WASHINGTON COUNTY for the authority, pursuant to ORS 763.030, to alter a grade crossing of SW 185th Avenue and Southern Pacific Transportation Company, Tillamook Branch, in Aloha, Washington County, Oregon.

Attached is a copy of Order No. 84-331 issued by the Public Utility Commissioner on April 30, 1984, relative to the above subject matter.

RDT/nv
Attachment
cc: Richard Arnold, FHWA - w/att.
E. S. Hunter - w/att.
C. O. Fredrickson - w/att.
R. L. Schroeder - w/att.
E. L. Hardt - w/att. (2) Please give copy to Project Manager
W. W. Geibel - w/att.
Fred Eriksen - w/att.
J. L. Sollis - w/att.
L. E. George - w/att.

RECEIVED
STATE HWY ENGR
MAY 3 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125.1387

ORDER NO. 84-331

ENTERED APRIL 30 1984

PUC CROSSING NO. FD-758.7
DOT CROSSING NO. 749 323 T

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

RX 63

In the Matter of the Application of DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, on behalf of WASHINGTON COUNTY for the authority, pursuant to ORS 763.030, to alter a grade crossing of SW 185th Avenue and Southern Pacific Transportation Company, Tillamook Branch, in Aloha, Washington County, Oregon.	)	ORDER

On January 13, 1984, the Oregon Department of Transportation, Highway Division, on behalf of Washington County, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter a grade crossing of SW 185th Avenue and the main track and right-of-way of Southern Pacific Transportation Company, Tillamook Branch, at Aloha, Washington County, Oregon.

Comments on the application were made as follows: PUC staff, by letter dated January 24 and March 21, 1984; Southern Pacific Transportation Company, by letters dated March 2, 1984, and March 23, 1984. Oregon Department of Transportation, Highway Division, by letters dated March 5, 1984, and March 13, 1984. Applicant amended its application by letter dated April 19, 1984.

Copies of the application, amendments, and responses thereto were duly served upon Washington County, Southern Pacific Transportation Company, Portland General Electric Company, General Telephone Company of the Northwest, and the applicant. No objection has been made to the granting of the application as amended.

SW 185th Avenue is a north-south street 32 feet in width consisting of two 12-foot travel lanes and two 4-foot gravel shoulders. The street intersects the single track of the Southern Pacific's Tillamook Branch at an angle of approximately 82 degrees. Approximately 170 feet northerly of the crossing, SW 185th intersects Tualatin Valley Highway (OSH 8).

RECEIVED
RR & UTILITY UNIT

SW Shaw Street intersects SW 185th Avenue approximately 55 feet southerly of the crossing. The current average daily traffic volume at the crossing is approximately 10,000 vehicles. There has been no reported train-vehicle accident at the crossing in the last 10 years.

It is proposed to widen SW 185th Avenue to a paved and curbed width of 66 feet consisting of, from east to west, one 15-foot travel lane, one 11-foot travel lane, a 14-foot median, one 11-foot travel lane, and one 15-foot travel lane. There will also be 6-foot sidewalks on each side of the roadway. The median area in the vicinity of the track will be striped so as to indicate to motorists they are not to use the area. Southbound motorists on 185th Avenue will be prohibited, by signing, from making left turn movements onto SW Shaw Street. Cantilevered flashing light and automatic gate signals will be installed to replace the existing crossing protection consisting of flashing light and automatic gate signals. The automatic signalization at the crossing will be interconnected with traffic signals at the adjacent intersection of Tualatin Valley Highway and SW 185th Avenue to provide train preemption phasing. It will be necessary to relocate utility and telephone lines in the area.

Due consideration has been given to all representations in the application, amendments, and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

The Commissioner finds that the alteration of the crossing and the interconnection of the automatic protective devices with traffic signals at the adjacent intersection is required by the public safety and general welfare.

Based upon the amended application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to alter the crossing as requested herein is hereby granted.

2. Applicant shall:

   a. Reconstruct that portion of the crossing lying outside lines drawn two feet outside each rail to accommodate a paved and curbed roadway 66 feet in width configured as stated

in the body of the order with a 6-foot sidewalk on each side, as shown in Oregon Department of Transportation drawing 9B-23-6, dated January 1984, and bear all the cost thereof;

b. Bear all the cost of constructing that portion of the crossing lying between lines drawn two feet outside each rail;

c. Furnish and install 7-inch vertical face curbing adjacent to each set of automatic protective devices ordered herein, and bear all the cost thereof;

d. Bear all the cost of furnishing and installing the automatic protective devices and circuitry ordered herein;

e. Furnish and install the interconnection between the traffic signals at the adjacent intersection of SW 185th Avenue and Tualatin Valley Highway and the railroad signal case, and bear all the cost thereof;

f. Stripe the center left turn lane (median) from the intersection of SW Shaw Street-185th Avenue to a point not less than 35 feet northerly of the track to discourage its use by motorists, and bear all the cost thereof;

g. Furnish and install "NO LEFT TURN" signing facing southbound vehicular traffic on 185th Avenue at the intersection of SW Shaw Street, and bear all the cost thereof;

h. Maintain the interconnection between the traffic signals at the intersection of Tualatin Valley Highway and SW 185th Avenue, including a part-time "NO RIGHT TURN" restriction signal facing eastbound vehicular traffic on the Tualatin Valley Highway, and the automatic protective devices ordered herein, to provide a train preemption phase in the operation of the traffic signals as set forth in State Highway Division drawing No. 8722, dated February 1984, and bear all the cost thereof;

i. Ensure the compliance with all provisions of OAR 860-42-116;

j. Furnish and install a "DO NOT STOP ON TRACK" sign adjacent and to the right of the set of automatic protective devices in the southeast quadrant of the crossing facing northbound traffic on 185th Avenue, and bear all the cost thereof;

k. Furnish one "DO NOT STOP ON TRACK" sign, plus replacements as needed, to be installed and maintained as ordered in paragraph 4.c. herein, and bear all the cost thereof;

l. Furnish and install standard stop clearance lines at a point one foot in advance of each automatic gate signal, and bear all the cost thereof;

m. Furnish and install standard advance warning signs at appropriate locations on each approach to the crossing, and bear all the cost thereof; and

n. Furnish and install advance warning pavement markings at appropriate locations on each travel lane approaching the crossing, and bear all the cost thereof.

3. Washington County shall maintain the curbing, stop clearance lines, advance warning signs, "NO LEFT TURN" signing, "DO NOT STOP ON TRACK" sign, and advance warning pavement markings ordered herein, and maintain that portion of the crossing lying outside lines drawn two feet outside each rail, and bear all the cost thereof.

4. Southern Pacific Transportation Company shall:

a. Subject to reimbursement as provided herein, construct that portion of the crossing lying between lines drawn two feet outside each rail to accommodate a roadway 66 feet in width with a 6-foot sidewalk on each side;

b. Subject to reimbursement as provided herein, furnish and install two Commissioner's Standard No. 2B cantilevered flashing light signals and two Commissioner's Standard No. 4 automatic gate signals to be located not less

than 4 feet 1 inch or more than five feet behind the curb face and 12 feet from the centerline of the track. In the lowered position, the automatic gate arms will be perpendicular to the centerline of the roadway and of sufficient length to provide warning to the center median area. Said signals will be activated by constant warning time-type devices and will be interconnected with the traffic signal installation at the adjacent intersection of Tualatin Valley Highway and SW 185th Avenue;

c. Install and maintain the "DO NOT STOP ON TRACK" sign, provided by Oregon State Highway Division pursuant to paragraph 2.k. of this order, to be mounted on the cantilevered arm of the Standard No. 2B cantilevered flashing light signal located in the southeast quadrant of the crossing, over the northbound travel lanes, facing northbound traffic, and bear all the cost thereof (OAR 860-42-070(14)(c)); and

d. Maintain the automatic signalization, circuitry and that portion of the interconnection circuitry inside the railroad signal case as ordered herein, and maintain that portion of the crossing lying between lines drawn two feet outside each rail, and bear all the cost thereof.

5. Portland General Electric Company shall relocate its utility lines in and about the crossing to ensure motorists have an unrestricted view of the automatic protective devices at the crossing, and bear all the cost thereof.

6. General Telephone Company of the Northwest shall relocate its telephone lines in and about the crossing to ensure motorists have an unrestricted view of the automatic protective devices at the crossing, and bear all the cost thereof.

7. Each party shall notify Portland General Electric Company and General Telephone Company of the Northwest at least seven days in advance of commencing any construction at the crossing.

8. Each party shall notify the Commissioner upon completion of its portion of the project.

Made, entered, and effective April 30, 1984.

Gene Maudlin

GENE MAUDLIN
Public Utility Commissioner

PUBLIC UTILITY COMMISSIONER ... OF OREGON

cjc:07220

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-32(7)		
2. STATE PROJECT NO. See Below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Washington
	5. ITEM NO. 90008	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
4/16/84	Primary 32	Primary 27

10. GENERAL LOCATION:

T. V. Highway at SW 185th Avenue (Aloha) Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested in Mr. Potter's letter of 4/9/84 I approve the revised Preliminary Engineering costs to a TEC of $220,300, Federal Funds $187,255.

(Increase TEC $50,700, Federal Funds $43,095)

RECEIVED
STATE HWY ENGR
APR 19 '84
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig. 4/19

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/16/84	G. K. Brosnan	for Diwision Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,128

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: April 9, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 9000(8)
Project No. IX-32(7)
T.V. Hwy. @ S.W. 185th Ave. (Aloha) Section
Washington County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated March 27, 1984.

Approval of this request will involve an increase of $50,700.00 in total cost and obligation of $43,095.00 in Federal Funds (appn code 580) with revised financing as follows:

	TEC	FF	%
Present	$220,300.00	$187,255.00	85.0
Previous	169,600.00	144,160.00	
Difference	$ 50,700.00	$ 43,095.00	

RHZ:mld
Attachment

cc: E.L. Hardt (Metro)
F.E. Terpin
Karen Bunk (Metro)
Jon Rose (Metro)
Gary Zehner
Shirley Williams

Form 734-3122

GD

STATE OF OREGON
HIGHWAY-ROAD DESIGN

INTEROFFICE MEMO
DES 16

TO: F I L E

DATE: April 9, 1984

FROM: Donald R. Adams, P.E.
Final Design Engineer

SUBJECT: Tualatin Valley Highway @ S.W. 185th Ave. Section
Tualatin Valley Highway
Washington County

It has been brought to my attention that the latest estimate of right of way acquisition costs ($1,360,000) is considerably higher than the previous estimate ($974,000).

The Environmental Impact Statement gave the estimated R/W cost in October 1982 as $550,000. This was increased to $974,000 in March, 1983. The impacts to properties affected by the project have also increased. Business relocations have increased from 3 to 9 and additional damages to other properties have been identified.

It is apparent that along with the development and refinement of the plans, the right of way estimates have also become more defined and complete. The first estimate now seems to have been too low. There have been some additional parcels added for the widening of S.W. 185th in the area of the post office. The R/W acquisition (Lutjen 53779) at the S.W. corner of the intersection of the highway and 185th has been increased in size to provide a larger radius curve for right turn movements and increase the level of service from "F" to "D-E". These additions at least partially account for some of the increase in R/W estimates.

Some concern has been expressed on the increases in R/W cost, business relocations and impacts to other properties that have occurred with the present plan (Alternate 1). It has been suggested that the Highway alignment proposed for Alternate 2 (highway closer to the railroad) is the one we should be using.

We have reviewed the project design and R/W acquisition impacts and have concluded that Alternate 1 is still the appropriate design. There are ten businesses located in eight buildings between the highway and railroad. Five of these businesses will be displaced with the removal of three buildings under Alternate 1. The Alternate 2 alignment would displace all ten businesses with the removal of all eight building.

Versteeg ✓
Anderson
Adams
Vincent
Edwards
Terpin
Trout
Wakerlig

RECEIVED
APR 10 1984
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up ___/___/___
Action

81-125.1387

Contains Recycled Materials

It would also shift the roadway away by as much as 40 to 50 feet from the Safeway Grocery Store, Arco Service Station and a tavern, that might result in inverse condemnations. This shift would narrow the space between the railroad and the highway making a less desireable design for right-turning traffic from and to the south.

The roadway costs would be the same for either Alternate if the typical sections were similar. The R/W costs for Alternate 2 would be considerably more.

DRA:mg

cc: J. B. Boyd
Don Aman
Fred Eriksen
Ed Hardt

mlb 4/10

FORM M.-30

OREGON STATE HIGHWAY DIVISION

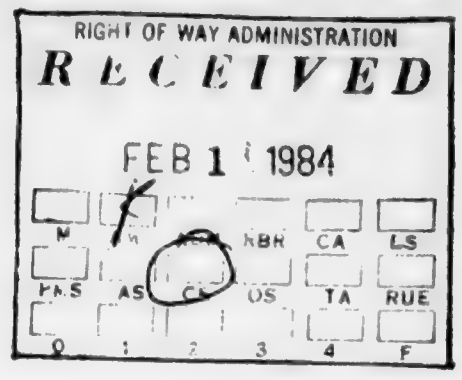
INTER-DEPARTMENT CORRESPONDENCE

Milwaukie, Oregon

DATE February 13, 1984

TO KENNETH L. ROLFE
Region R/W Supervisor
Region I - Milwaukie

FROM ALLEN L. ANDERSON
Region Liaison Agent
Region I - Milwaukie



SUBJECT T.V. Hwy. @ S.W. 185th Ave. Sec.
Tualatin Valley Highway
Washington County
Prefix: 034-1990-913

I have been requested to provide cost estimates for programming purposes of the right of way acquisition of this project.

The acquisition of parcels from 32 properties would be required. One vacant residential apartment unit would be lost as a result of these acquisitions. Nine businesses and one non-profit organization would be displaced as a result of the project. Two of these businesses are service stations which, in my opinion, could no longer operate profitably because of reduction of driveways on the T.V. Highway.

The right of way map shows property acquisitions larger than appear needed for construction at least two corners. Decreasing the size of acquisitions to conform to the proposed design would decrease potential damages to one business (53771-Shell Oil Co.), and decrease the cost of acquisition of another property (file 53800-Washington Federal Savings Bank).

BUSINESS RELOCATION

Nine businesses are likely to be displaced by this project. They employ a total of approximately 23 persons. None of the businesses displaced are owned by or employ racial or ethnic minority group members. Several other businesses would lose some property but would be able to continue to operate in their present locations. The displaced businesses would be offered all relocation benefits for which they would be eligible, including advisory assistance in finding a replacement site.

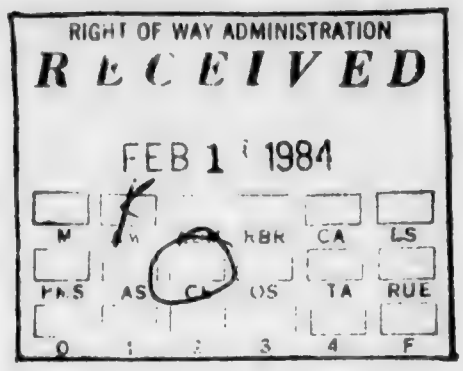
EIS $550,000
4- Businesses relocated
21- files

2nd Est $800-900,000

Low 1st est.
Pumping up est for e-4
Level of Service from 'F' to 'D to E'

TO KENNETH L. ROLFE
Region R/W Supervisor
Region I - Milwaukie

FROM ALLEN L. ANDERSON
Region Liaison Agent
Region I - Milwaukie



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EIS $550,000
4- Businesses relocated
21- files

2nd Est $800-900,000

Low 1st est.
Pumping up est for e-4
Level of Service from 'F' to 'D to E'
need added RTR Lane NB SBd
Post of Office widen
Parking Lot.

COST ESTIMATE

An estimate of the cost to acquire the properties needed is as follows:

Right of Way	$ 487,000
Improvements	287,100
Damages	214,000
Relocation	62,500
Demolition	21,900
Personnel	113,500
Legal	176,000
TOTAL	$1,362,000

LEAD TIME

It would take a minimum of 15 months to acquire the necessary right of way and relocate the businesses displaced by the project.

RESIDENTIAL CONCERNS

Property owners and occupants contacted, expressed a number of concerns about impacts. Some of these are listed below:

File 53771-Shell Oil Company (NECI 182nd & S.W. T.V. Hwy.)

Property owner indicates that corner taking would cause severe damage to the remaining property. A comparison of R/W map and construction plans indicate the proposed property acquisition may be more than is necessary.

File 53773-Bush (Aloha Theater - 18255 S.W. T.V. Hwy.)

Theater marquee may need to be relocated.

File 53776-Johnson (Carpet Index - 18400 S.W. T.V. Hwy.)

Entire taking. Occupant is interested in keeping his business in the area. 3 employees.

File 53778-Bassett (Attorney's office - 18430 S.W. T.V. Hwy.)

Entire taking. Occupant plans to stay in area. 2 employees.

File 53779B-Lutjen (SFR - 3375 S.W. 185th)

Contract purchasers are concerned about the overlap of R/W between the 185th to Sunset Hwy. project and the current project.

File 53779A-Lutjen (Stone Building - 18480 T.V. Hwy.)

Entire taking . Three businesses - 5 employees. Occupants plan to stay in area. The properties at 3375 S.W. 185th and 18480 T.V. Hwy. should be split and put in separate files.

File 53780-Delplanche (3305 S.W. 185th)

Owners are concerned that future widening will take a 50' width from his property compared to the current 16' wide taking.

File 53782-Aloha Grange (2515 S.W. 185th)

Cost to cure required to restore interior stairway and lower entrance door. The entire lodge would be required to vote on any change at the building entrance, caused by the project. Concern was also indicated for wiring at the front of the building and parking along Alexander.

File 53783-Milco (First State Bank - 18535 S.W. T.V. Hwy.)

Occupant concerned about loss of on-site parking.

File 53784-Firma Industries (Safeway Store)

Occupant indicates that loss of parking will be a problem.

File 53785-Beaudry (Valley Insurance Agency - 3 employees - 18515 S.W. T.V. Hwy.)

Entire taking. Occupant will stay in area. Owner desires to buy any excess land at SECI that is available.

File 53786-Shalimar Properties (ARCO Station - 18485 S.W. T.V. Hwy.)

Occupant concerned that taking and loss of west driveway on T.V. Hwy. will result in the service station going out of business.

File 53787-Ono File 53796-Union Oil (18520 T.V. Hwy.)

One Union 76 Station covers both these files. Both owner and lessee are concerned that loss of east driveway on T.V. Hwy. and reduction of driveway width on S.W. 185th would result in the service station going out of business.

File 53788-Watt (Grocery Store - 3675 S.W. 185th)

Store building in taking. 5 employees. Lessees would like to tear down existing building. Vacant 2nd floor apartment above grocery store.

File 53789-Aloha Odd Fellows (3670 S.W. 185th)

Acquisition will require removal of building and relocation of lodge. Occupants prefer to stay in area.

File 53797, 53798-L.P. Busch (18560 T.V. Hwy.)

These files are under the same ownership and should be combined. Grantor is concerned that powerline easement might prevent construction of a new service station building and canopy.

File 53799-Aloha Mall, Inc. (18600 T.V. Hwy.)

Grantor objects to a permanent easement on his property but will allow slopes and maintenance. Change to temporary easement, if possible, could save legal expenses.

File 53800-Washington Federal Savings Bank

A comparison of R/W map and construction plans indicates that perhaps the proposed right of way acquisition is more than necessary.

SIGNS DISPLACED

File 53771 - "Shell"
File 53786 - "ARCO"
File 53787 - "Union 76"
File 53800 - "Washington Federal"

RESIDENTIAL UNITS DISPLACED

File 53788 - Vacant apartment unit above 3675 S.W. 185th.

NON-PROFIT ORGANIZATION DISPLACED

File 53789 - Aloha Odd Fellows - 3670 S.W. 185th

BUSINESSES DISPLACED

File 53776 - Carpet Index - 18400 S.W. T.V. Hwy.
File 53778 - Attorney's Office - 18430 S.W. T.V. Hwy.
File 53779A - Classic Brides - 184600 S.W. T.V. Hwy.
Mike's Hair House - 18470 S.W. T.V. Hwy.
Bud's T.V. & Appliance - 18480 S.W. T.V. Hwy.
File 53785 - Valley Insurance Agency - 18515 S.W. T.V. Hwy.
File 53786 - ARCO Station - 18545 S.W. T.V. Hwy.
File 53787 - Union 76 Station - 18520 T.V. Hwy.
File 53787 Grocery Store - 3675 S.W. 185th

ALA:kc

cc Don Aman
Robin Brooks
Bob Heard
Rod Henry
Jef Kaiser
Lou Schwab

10,128

STATE OF OREGON

HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

PRO 6

TO: Wayne F. Cobine
Project Unit Engineer

DATE: March 27, 1984

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Tualatin Valley Highway @ SW 185th Avenue
Tualatin Valley Highway
Washington County
034-1990
IX-32(7)

This is a revision of a memorandum dated December 15, 1983.

The preliminary engineering costs to develop the subject project exceed the present authorization. To assist you in requesting supplemental federal funding, we offer the following comments:

At the request of Washington County, the project has been extended two blocks south along SW 185th Avenue. This increase in scope requires additional funds for function 901 (Project Manager), 905 (Final Design), 909 (R/W Descriptions), 918 (Location), and 921 (Specifications). In addition, funds are required for functions 933 (Surfacing Engineer), 936 (Region Traffic), and 938 (Region Environmental).

The preliminary engineering costs are $220,300.

Attached is an itemization by P.E. function.

FET:RTN:ge
Attachment

cc Ted Spence w/att
Norm Davis "

* 220,300 @ 85% = # 187,255-

FA

30%

81-125-1357

IX-32(7)

PRELIMINARY ENGINEERING

		AUTHORIZATION APPROVED BY FHWA	REVISED AUTHORIZATION REQUESTED
901	Project Manager	$ 52 600	$ 78 000
902	Citizens Involvement	5 000	5 000
903	Local Government	500	500
904	Consultant's Fees		
905	Final Design	6 000	20 000
906	Bridge Design	1 300	1 500
907	Preliminary Design	1 000	1 000
909	R/W Descriptions	2 000	15 000
910	Region Geology	2 500	3 200
911	Traffic Section	4 500	5 000
912	Landscape Department	1 000	1 000
913	R/W - Liaison	6 000	20 000
914	Region Utility Liaison	600	1 200
915	Audit Services		
916	Photogrammetry	3 900	3 900
918	Location	1 000	1 100
920	Program Management		400
921	Specifications	2 000	3 000
922	Adm Services (Engineering)	100	100
923	Environmental Section	40 000	40 500
924	DOT Planning	500	500
925	Air Monitor	3 000	2 800
926	Structural Foundations		
927	Bridge Design for Counties		
932	R/W Utility Engineer		600
933	Surfacing Engineer		500
934	Chief Geologist		
935	Soils Engineer		
936	Region Traffic		600
937	Hydraulics		
938	Region Environmental		2 200
949	Urban Studies Unit		
950	Training Courses	500	2 500
955	Employe Relocation Assist.		
960	Personal Leave	500	500
961	Administrative Leave		
980	Public Hearing Charges	9 500	9 500
985	EEO Monitoring Expense		
908	FIELD TESTING SECTION		200
		$ 144 000	$ 220 300

SECTION: TUALATIN VALLEY HWY @ SW 185TH AVE

HIGHWAY: TUALATIN VALLEY

COUNTY: WASHINGTON

PREFIX: 034-1990

3-26-84

10,128 3-26-84

OREGON STATE HIGHWAY DEPARTMENT

TO: 34-1990
WAYNE SCHULTE

SUBJECT: Traffic Signal Installation - T.V.Hwy. at S.W. 185th Ave. Sec

FROM:
CURT DUVAL

DATE: 3-22-84

No comments from C. Duval, B. Schalk, J. Kaiser, T. Schwab, T. Inloes, or B. Heard.

Following comments were:

R. Failmezger: On drawings #8720 & #8721, he wants a Yield sign and a Right Turn V1E10 to Pedestrians. He thought that the suggested controls should be shown on project signing plans. He contacted Walt Clay who will advise design.

3-26-84
Wayne Cebine
The attached plans have been reviewed by Metro staff and comments are marked in red. Please note and advise the Traffic Section
Jon Rose

Kathleen Howell
(SIGNATURE)

PLEASE REPLY HERE

County approval was returned to you 3/13/84.

cc: w/plans - Traffic Section.
G

CC: _____ (SIGNATURE) _____ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-32(14)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90008

2A. COUNTY NAME
Washington

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
3/20/84

8. FEDERAL ROUTE NUMBER
Primary 32

9. STATE ROUTE NUMBER
Primary 29

10. GENERAL LOCATION:
T. V. Highway at SW 185th Avenue (Aloha) Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [xx] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

RECEIVED
STATE HWY ENGR
MAR 21 '84

REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

13. REMARKS

As requested by Mr. Potter's letter of 3/6/84 I approve the Relocation Plan dated 1/24/84.

Also, as requested, you are authorized to proceed with appraisals and review for parcels shown on R/W maps 1H-11-10 and RR 9B-23-5 on the condition that appraisals will not be completed until definite project right-of-way requirements have been established at a TEC of $100,000 - Federal Funds $85,000.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/20/84	Robert T Dale	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

TRA 7-8
SP

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: March 6, 1984

To: Executive Department
Federal-Aid Coordination Unit

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
90008	IX-32(14)	T.V. Hwy. @ S.W. 185th Ave. (Aloha) #7808-2-260 P.E. #8104-4-390 DEIS

CL:bkb
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

10,128

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: March 6, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 90008
Project No. IX-32(14)
T.V. Hwy. @ S.W. 185th Ave. (Aloha) Section
Washington County

Enclosed is data consisting of PR-1 forms, sketch maps, right-of-way maps 1H-11-10 and 9-23-5, and a relocation plan for the subject project.

I request the following:

1) Approval of the relocation plan.
2) Authorization to only proceed with appraisals and review, at this time, at an estimated total cost of $100,000 with an obligation of $85,000 in federal funds. The right-of-way proposed to be acquired is as outlined in red on the enclosed right-of-way maps.

Relocation assistance consists of the moving of seven businesses. Therefore, assurances regarding the availability of replacement housing is not required. Relocation assistance will be provided from the Region Right-of-Way Office in Milwaukie.

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in FHPM 7-5-1.

CL:bkb
Attachments

cc: J. Boyd
D. Aman
K. Bunk
G. Zehner
General Files

Agreement sent l/c
M:40-3 21-84
(2)

Form 734-3122

Budget Bureau No. 41-R2067; Approval

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM FR-1 (REV. 4-61)

3-6-84

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPART
BUREA

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 — SR 8, Intersection SW 185th Ave. (Aloha) — 66	ADT	PRESENT 30,000	FUTURE ---- (68)(70)	YEAR ---- (71)(72)	REGION 10	STATE NAME Oregon	STA COD 4 (2)				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 — Right-of-Way Acquisition — 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 — IX- — 28	NUMBER 7 — 32	SEQ. N (14)		
CARD 4	CLASS OF FEDERAL FUNDS Interstate Substitutions						COUNTY NAME Washington		CODE 067 (14)(16)				
	NAME OF URBAN AREA 17-31 Portland						ROUTE NO. P	FEDERAL-AID 32 (32)	STATE 29 (36)(37)	U.S. ---- (41)			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS County
1	(1415)	(16	41	42	43 46	53		(54)(58)	(59) (66)	(67) (76)		
5					PE							
5					ROW		"T.V. Hwy. @ SW 185th Ave. (Aloha Section)"	0.0	1,362,000	1,157,700	----	204,300
5					CONST (CODE)							
							PROJECT TOTALS	0.0	1,362,000	1,157,700	----	204,300

CARD 1	CODE 1	PREPARED BY C.L.
1	14	PROGRAM APPROVAL DATES

REMARKS: Additional Data: Item No. 9000
Project No. I

ROW-8
Acces
Parki
part

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

3-6-84

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 8, Intersection SW 185th Ave. (Aloha)	ADT	30,000	----	----	10	Oregon	41	580	90008

OSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ay Acquisition								IX-	32	(14)		

UNDS	COUNTY NAME	CODE	PROGRAM STAGE
Interstate Substitutions	Washington	067	
Portland	ROUTE NO. P	FEDERAL-AID 32 / STATE 29 / U.S. ----	1 OR 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW		"T.V. Hwy. @ SW 185th Ave. (Aloha Section)"	0.0	1,362,000	1,157,700	----	204,300	
CONST (CODE)								ROW-80' normal; Access Control-none; Parking Restrictions-partial.
BY C.L.		PROJECT TOTALS	0.0	1,362,000	1,157,700	----	204,300	

APPROVAL DATES

REMARKS

Additional Data: Item No. 90008;
Project No. IX-32(7).

-over

USCOMM DUSCOMM-DC 48805-P61

T.V. Hwy. @ S.W. 185th Ave. (Aloha) Section
Project No. IX-32(14)

Project Data: Work consists of right-of-way acquisition all phases including relocation assistance as required for the future construction necessary to provide for four travel lanes with a left turn median.

23-CFR-771 Requirements: Final Environmental Impact Statement adopted by FHWA on October 19, 1982 and record of decision issued January 12, 1983.

Note: 1) This project is in Congressional District No. 1.
2) Included in MSD FY '84 TIP A/E page 84, item No. 129.
3) Relocation consists of moving of 7 businesses at an estimated total cost of $62,500.

34-1990

10,128

STATE OF OREGON

INTEROFFICE MEMO

TO: ROD HENRY
Ass't R/W Manager

DATE: February 21, 1984

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: T.V. Hwy. @ S.W. 185th
Tualatin Valley Highway

S.E. 97th Ave. - S.E. 122nd Ave.
(Unit 2)
Sunnyside Rd.

Due to FAIX funding restraints, we have advised Gary Potter not to obligate R/W funds for these projects until congress has approved the FY'84 funding bill, which at this time should be no later than May. I have discussed with Gary Potter the concept of modifying this direction and allowing a partial R/W obligation at this time.

As we discussed, please proceed with your programming package to obligate $100,000 for appraisel purposes only on both of these projects. I understand the T.V. Highway project is ready at this time and that Sunnyside Road will be shortly.

With partial R/W funding, Ken Rolfe will be able to proceed with the appraisels. Full R/W funding will be made available in May to avoid any possibility of appraising twice.

po

cc: Gary Potter - change of direction
E. L. Hardt
T. A. Spence
Ken Rolfe

2-23-84
Ted is checking w/MSD re. $100,000 each for these projects now. (2 TED received MSD approval to obligate now $100,000 per project 2-23-84 (2 another signal.

PROGRAM SECTION
MAIN. SECT. SAP PROJECT UNIT CL
MAIN. SECT. PROGRAM UNIT
REFER TO F-A
FOR Program Request

Attached is also the R/W request from Jerry Aman. Hold until FX funds are approved. Elaine

cc: Cliff Laux
Ted Spence

91-125-1387

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: February 15, 1984

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: T.V. Highway @ S.W. 185th Ave.
Section
Tualatin Valley Highway
Washington County
IX-32(7)

We have received 32 files on the above FAI-X project that is scheduled for a F 3 Qtr. 85 letting. The acquisition of this right-of-way is estimated at $1,362,000, which includes $62,500 for a relocation and moving allowance. A relocation plan is attached.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and forward the Relocation Plan for their approval. Please provide us with a prefix when the work is authorized.

The above estimate covers files 53771 through 53802 as shown on maps 1H-11-10 and RR 9B-23-5.

DA:jr
attach.

cc: Lou Schwab w/attach.

2/15/84
Hold up requested by
Ted Spence

PROGRAM SECTION
MANAGER GW PROJECT UNIT CA
FEB 16 1984
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

81-125-1387

RELOCATION PLAN

T.V. Highway @ S.W. 185th Ave. Sec.
Tualatin Valley Highway
Washington County

January 24, 1984

This project will displace seven businesses and effect the operation of an additional four businesses and two non-profit organizations. The businesses displaced include a carpet shop, a beauty shop, a bridal dress shop, T.V. shop, a grocery store, an insurance office, and a small law office. It is uncertain, at this time, if two service stations, an Arco and a Union 76 will be displaced as a result of the takings and access restrictions. The grange hall and the lodge building will require some rehabilitation; it is presumed that this will allow the continued present use of the facilities. A small accounting office and an auto repair shop may have a parking problem after 185th has been widened.

Location of the retail businesses is critical, as they require exposure to the public. A search of the general area found that there is some retail space available in several of the local shopping complexes. However, rent may be higher than the amount currently paid at the subject sites. There also appears to be vacant office space, for the law office and insurance agency, in several of the local, small office complexes.

Commercial space for rent is not typically advertised in local newspapers. However, the current issues of The Times and The Oregonian do list some office and commercial rentals.

There is not a vacant building in the area that would be a satisfactory replacement for the grocery store. The operator of the business is the Plaid Pantry convenience stores. The remaining land is large enough for a convenience market, which would be allowed under the current zoning.

It is possible that a displacee could obtain a site and construct a replacement building. The insurance agency has indicated that they may do this.

The Arco service station will lose one of its two approaches to the T.V. Highway and the taking includes some of the underground storage tanks. It is uncertain at this time if they will be able to continue business on this site.

The Union 76 station will also lose one of its two approaches to the highway. This will necessitate a change in their on-site traffic pattern which could severely restrict their business.

All displaced businesses will be eligible to receive reasonable moving expenses for moving personal property and the actual and reasonable cost, up to $500, of searching for a replacement location. In lieu of moving expense payments, a displaced or discontinued business may, under certain conditions, elect to receive an amount equal to the average annual net earnings of the business during the two preceeding tax years. The maximum payment cannot exceet $10,000. All displacees will be eligible to receive relocation advisory assistance.

There are no known Federal, State, or local projects planned for this area which would affect the supply or demand for commercial property.

The estimated lead time for this project is 12 months.

MYRON E. MELICK
Sr. Acquisition Agent
Relocation Agent

APPROVED
Relocation Supervisor
STATE HIGHWAY DIVISION

39

ROAD DESIGN SECTION

DES 16

Curt Duval
Metro Region Location Manager

February 10, 1984

Fred Eriksen
Fred Eriksen
Design Team Supervisor

Tualatin Valley Hwy. @ S.W. 185th Avenue

I have been informed by Roger Trygstad that the Public Utilities Commission (PUC) requests that we not allow northbound traffic on S.W. 185th to turn left onto S.W. Shaw Street. This is due to the possible build up of traffic in the median area across the railroad track. I recommend a painted island to restrict this movement (see attached sketch).

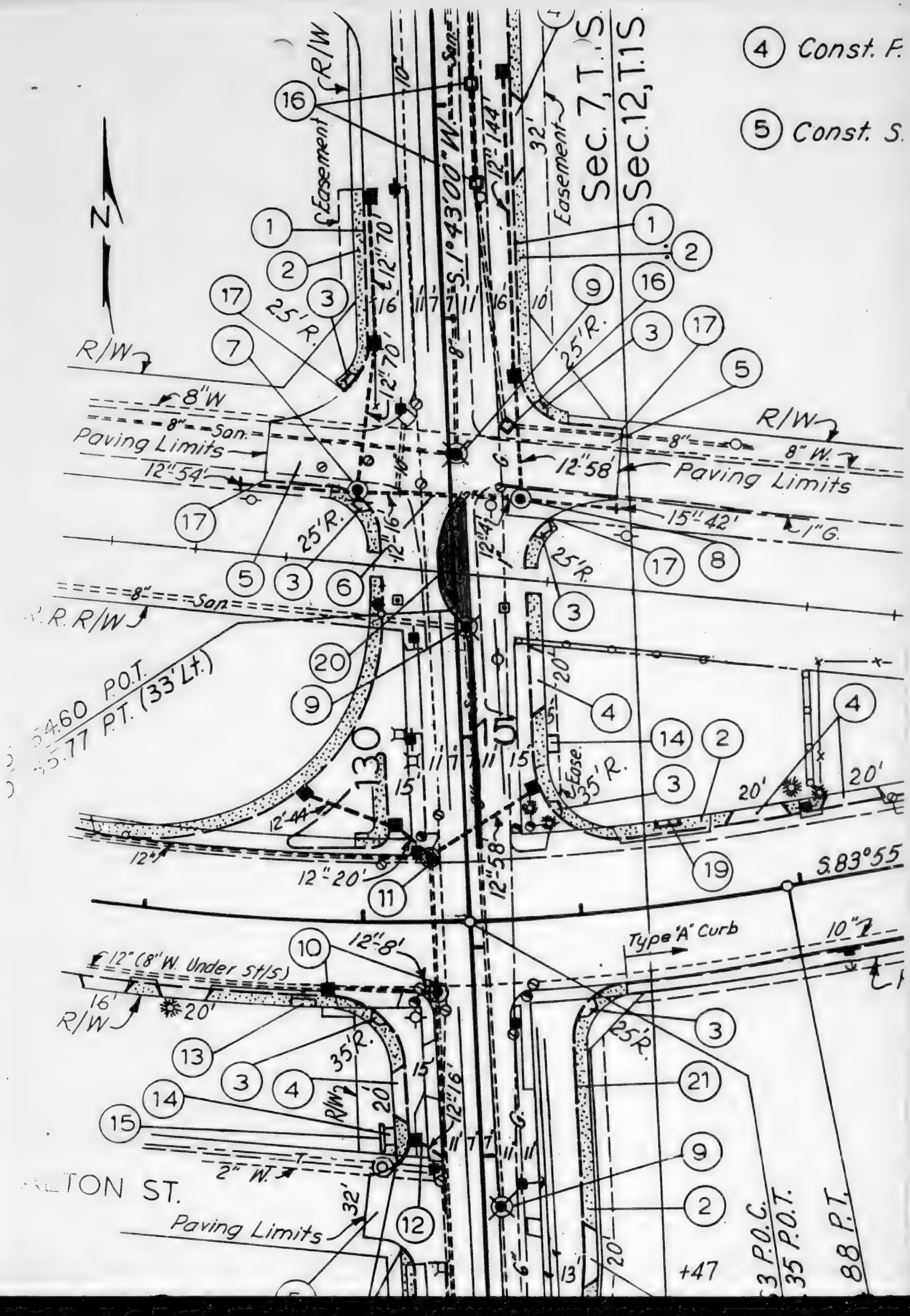
If you have any questions or comments concerning our recommendation, please contact me. Washington County should probably be made aware of this proposed revision.

FE:ja
Attachment
cc Roger Trygstad (enc.)
Karl Keller "

Vertrees ✓
Anderson
Adams
Marush
Steenbergen
Turpin
Trout
Whitney

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To .....
Bring Up ...../...../.....
Action .....
.....


(4) Const. F.
(5) Const. S.
Sec. 7, T. 1 S.
Sec. 12, T. 1 S.
N
R/W
16
17
25'R.
7
1
2
3
Easement
12"-70'
8"-San.
S. 1°43'00" W.
12"-144'
32'
9
5
8"W
8"-San.
Paving Limits
12"-54'
12"-58'
8"W.
15"-42'
1"G.
6
8
20
4
14
15'
35'R.
Ease.
20'
19
S. 83°55
12"-20'
12"-44'
130
10
12"-8'
Type "A" Curb
12" (8" W. Under St/s)
16'
13
21
12"-16'
2" W.
ALTON ST.
32'
12
Paving Limits
54.60 P.O.T.
55.77 P.T. (33' Lt.)
+47
3 P.O.C.
35 P.O.T.
88 P.I.

N

S

R/W

8"W

8"-San.

Paving Limits

12"-54'

25'R.

12"-70'

12"-16'

8"-S.

Ease.

16'

10'

S.1°43'0

25'R.

R/W

8"

8" W.

12"-58'

Paving Limits

15"-42'

1"G.

25'R.

12"-41'

8"

San.

R.R/W

54.60 P.O.T.

55.77 P.T. (33' Lt.)

20'

15'

12"-44'

12"-20'

130

131

15'

Ease.

35'R.

20'

20'

20'

12"-58'

S.83°55

Type "A" Curb

10"

12"-8'

12" (8" W. Under St(s))

16'

R/W

20'

35'R.

25'R.

R/W

20'

12"-16'

2" W.

ALTON ST.

32'

Paving Limits

13'

4'

15'

Easement

+47

130+48.63 P.O.C.

"W" 14+12.35 P.O.T.

131+92.88 P.T.

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 19 20 21

10,128

STATE OF OREGON

INTER-OFFICE MEMO

Wayne

TO: GARY POTTER, Manager
Program Section

DATE: February 8, 1984

FROM: THEODORE A. SPENCE
Plan & Program Manager

SUBJECT: FY 1984 INTERSTATE TRANSFER HIGHWAY FUNDS

This is to confirm the actions by the TIP Subcommittee concerning the obligating of Interstate Transfer funds on Portland Region projects.

Generally the group would like to make decisions on a month-to-month basis awaiting the Congressional approval of the Interstate Substitution Cost Estimate. Our decisions on the March bid letting schedule are as follows:

1. We would like to delay the SE 122nd Avenue-Rock Creek Junction (Highway 212) until April. NOO 3/22/84

2. We would like to slip the East Main Street-Hillsboro East City Limit (Cornell Road) job until April. Move 3/22/84

3. They would like to continue with the Johnson Creek structure (Towle Road) in March. ✓

4. They would like to delay the right-of-way obligation on 185th and TV until April. will hold

In terms of preliminary engineering and other right-of-way I wonder if it is possible I could be informed on a case-by-case basis by phone Wayne and make a decision with the local jurisdictions. ✓

The group will meet again next month to review the status of the program in the event that Congress has not yet acted.

TAS/b

cc: Edward L. Hardt
Jim McClure

Ted Speece informed of hold 2/15/84.
Wayne
PS Speers notified also.

return
PROGRAM SECTION
MANAGER ____ PROJECT UNIT ____ copy ✓
FEB 09 1984
MAN. ASSIST. ____ PROJECT UNIT ____ copy ✓
REFER TO ____
FOR Info

81-125.1987

TRA 7.8
5p.

January 12, 1984

Mr. David Astle
Assistant Commissioner
Rail-Air Program
Public Utility Commission
Labor & Industries Bldg.
Salem, OR 97310

PUC Application
Crossing No. FD-758.70

Dear Dave:

Enclosed is the original and seven copies of the application to widen S.W. 185th Avenue across the tracks of the Southern Pacific Transportation Co. Tillamook Branch. The application was prepared by the Highway Division on behalf of Washington County.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
Enclosures
bc: H. S. Coulter - w/att.
~~Ed Hardt - w/att.~~
C. T. Keasey - w/att.
Gary Potter - w/att.
Jack Sollis - w/att.

RECEIVED
STATE HWY ENGR
JAN 13 '84
REFER TO
FOR
Info | Lanes | R/D | D/R | Sign | Act | File

PUC Docket No. SXF _____

PUC Crossing No. FD-758.70

DOT-AAR Crossing No. 749323T

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of Dept. of Transportation, Highway Division, on (name of applicant) behalf of Washington County

for the authority, pursuant to ORS 763. 030 (020/030/040), to alter (construct/alter/change protection at/relocate/close) a grade (grade/separated) crossing

of SW 185th Avenue (name of street or highway)

and Southern Pacific Transportation Company (name of railroad company)

Tillamook Branch (name of railroad main or branch line or other trackage)

in (in/near) Aloha (name of city/town/rail station), Washington (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

[ ] State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $_____

[X] Federal-Aid Highway System funds.*
Interstate transfer funds

[ ] Other Federal Funds.*

[ ] None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

Tualatin Valley Highway @ SW 185th Avenue Section

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) ____ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) __X__ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) ____ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing.

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (3i) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) ____ Other (please specify)_____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE CUT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or--	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Dept. of Transportation, Highway Div., on behalf of Washington Co.

Address: Dept. of Transporation Bldg., Salem

Name of Applicant's Contact Person and Telephone No. Roger D. Trygstad, 378-6511

2. Statutory authority under which this application is made: ORS 763. 030
(020/030/040)

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 758.7

b. City _____

c. Nearest railroad station Aloha

d. County Washington

e. The proposed project is to be in the SW 1/4 of the SW 1/4 of Section 7, Township 1S, Range 1W, W. M.

4. a. Name of public highway involved in this project:

SW 185th Ave.

b. Name of public authority with jurisdiction over this highway:

Washington County

5. Name of railroad involved in this project: Southern Pacific Transportation Co.

Tillamook Branch
(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. PGE

b. General Telephone Co. of the NW

c. Southern Pacific Transportation Co.

d. _____

e. Washington County

f. Oregon Department of Transportation, Highway Division

Have you served each of these parties with a copy of this application? No
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):

Widen SW 185th Ave. to 66 feet between curbs.
Install traffic signal @ TV Hwy. & SW 18th Ave., interconnect traffic signal with RR signal.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? yes (yes/no)

b. If yes, why? Project will provide greater capacity and safety

9. Is the crossing involved (to be) a separated crossing? No (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? No (yes/no)

If no, why not? economically and physically unfeasible

11. Physical description of the crossing:

a. The Highway

(1) Alignment --Describe the highway alignment for 500 feet on each approach, both before and after the project:

Tangent for 500 feet on both approaches both before and after this project.

(2) *Width--The highway is 32 feet wide at the crossing at present; after completion of the project, it will be 66 feet wide at the crossing; consisting (from E (N or E) to W (S or W)) of:

At present--		After completion--	
Shoulder** of	4 feet	Shoulder of	- feet
1 lane(s) at	12 ft. ea.	1 lane(s) at	15 ft. ea.
		1 Lane at	11 ft.
Median of	0 feet	Median of	14 feet
		1 Lane at	11 ft.
1 lane(s) at	12 ft. ea.	1 lane(s) at	15 ft. ea.
Shoulder of	4 feet	Shoulder of	- feet

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

11.a. (continued)

(3) Surface--	At present:	After completion:
Width between rails (measured perpendicular to the roadway centerline):	32	66
Type of surface of traveled way:		
on approaches	Asphalt	Asphalt
at crossing	Wood	Wood
Type of surface on shoulders;	Gravel	N/A
Condition of surface:		
on approaches	Good	New
at crossing	Good	New
Is highway curbed on the approaches?	No	Yes
Is there one or more sidewalks at this crossing?	No	Yes

If either answer to the above question(s) is "Yes," please describe below, including width and location of each sidewalk:

6-foot sidewalk on each side of roadway on the outside of the curb.

(4) Gradient, going toward crossing on--	At present:	After completion:
N (N or E) approach	± .01 %	± .01 %
S (S or W) approach	± .004 %	± .004 %

(5) Nearest public roadway intersection on each approach--

(a) N (N or E) approach: 168 ft; ADT 32,500

(b) S (S or W) approach: 55 ft; ADT _____

Name of road or highway:

(a) Tualatin Valley Hwy.

(b) SW Shaw St.

Public authority with jurisdiction over road or highway:

(a) Oregon Department of Transportation

(b) Washington County

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties in interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) Yes (yes/no); (b) No (yes/no).

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, they should also be listed under item 14 herein and a signal operation matrix should accompany the application. The State Grade Crossing Protection Account can participate in funding only for costs of the actual interconnection of the traffic signals with the railroad signals and circuitry.)

Traffic signal design and matrix for signal at Tualatin Valley Highway and 185th Ave. will be supplied at later date.

(6) a. Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

Two flashing lights and drop arm gates. Two advance warning signs. Two pavement markings.

b. Are all the devices to remain up to current standards? Yes

b. The Railroad

	At present:	After completion:
(1) Number of tracks--	One	One

Name of each track from N (N or E) to S (S or W):

Main line

(2) Angle of intersection-- 98 ° 98 °

If more than one track-highway angle exists, please give details below, track by track:

N/A

(3) Alignment--Describe the railroad track(s) for 500 feet in each direction, both before and after the project:

Tangent for 500 feet and will remain unchanged.

11.b. (Continued)

	At present:	After completion:
(4) Nearest switch--		
E (N or E) of crossing:	over 1000 ft.	same ft.
W (S or W) of crossing:	over 1000 ft.	same ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume--

At present: 10,000 ; After completion 10,000 ;

(2) Speed of vehicles (estimated 85th percentile speed)-- 35 MPH

	At present:	Expected after completion
At SSD* from crossing on N (N or E) approach:	35 mph	35 mph
on S (S or W) approach:	35 mph	35 mph
At crossing:	35 mph	35 mph
Posted speed limit on approaches:	35 mph	35 mph
(3) Direction of traffic flow:	N & S (N & S, etc.)	N & S

b. The Railroad

(1) Train movements-- (avg. per day)

	At present:	Expected after completion:
Freight trains:	2	2
Switching movements:	0	0
Passenger trains:	0	0

(2) Speed of trains--

Maximum allowable:	30 mph	30 mph
Typical:	30 mph	30 mph
Slowest Normal:	mph	mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
N (N or E) approach:	3595 ft. to right; 1608 ft. to left
S (S or W) approach:	1519 ft. to right; 3595 ft. to left

*Safe Stopping Distance (see table page 7).

13. a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . .

The motor vehicle operator can see along the railroad . . .

N (N or E) approach: 98 ft. to right; 44 ft. to left

S (S or W) approach: 83 ft. to right; 90 ft. to left

If these sight distances will be changed on completion of the project, please explain below:

No

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 ft.	30 mph	169 ft.	50 mph	360 ft.
15 mph	69 ft.	35 mph	210 ft.	55 mph	418 ft.
20 mph	98 ft.	40 mph	256 ft.	60 mph	481 ft.
25 mph	131 ft.	45 mph	306 ft.		

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

No (yes/no) If yes, please explain by what and at what point it will be obstructed:

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? No (yes/no)

If yes, explain how you propose to overcome this problem. If no, why not?

14. List the number and types of protective devices to be installed at the crossing and on its approaches.

TYPES OF DEVICES (refer to rule OAR 860-42-060)

Standard No. 1M, multiple track sign
Standard No. 1P, reflectorized crossbuck for pedestrian crossings only
Standard No. 1R, reflectorized crossbuck
Standard No. 1S, vehicle stop sign (to stop vehicles)
Standard No. 1T, railroad stop sign (to stop trains)
Standard No. 2, flashing light signal
- Standard No. 2B, cantilevered flashing light signal
Standard No. 2P, flashing light signal for pedestrian crossings only
* - Standard No. 4, automatic gate signal
Activated advance warning sign with message "PREPARE TO STOP WHEN LIGHTS FLASH."
- Standard stop clearance lines
Standard "EXEMPT" sign
Standard advance "EXEMPT" sign
** Standard part-time turn restriction sign
Standard "DO NOT STOP ON TRACKS" sign
- Standard advance warning sign
Standard "STOP AHEAD" sign.
- Standard advance warning pavement markings
Standard highway guardrail (urban or rural)
- Non-mountable curb
Traffic signals at crossing
** Traffic signals at adjacent intersection

* To be used in conjunction with Standard No. 2 or No. 2B signals. Please indicate which it will be.
** Please furnish description of traffic signal operation, including a signal operation matrix upon train preemption.

a. Protection type: Cantilevered flashing lights and automatic gates

Number of such devices: 2 ; To be located as follows: one each side of crossing

(1) Who will perform the installation: Southern Pacific Transportation Co.

(2) Estimated cost of installation: $ ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon Department of Transportation	100%

(4) Who will maintain these devices? Southern Pacific Transportation Co.

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Southern Pacific Transportation Co.	100%

*** Include cost of furnishing the protective devices(s).

* Subject to agreement with Washington County

14. (Continued)

b. Protection type: Advance warning signs, pavement markings

Number of such devices 2 ; To be located as follows: one each side of crossing

(1) Who will perform the installation? Oregon Department of Transportation

(2) Estimated cost of installation: $

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon Department of Transportation	100%

(4) Who will maintain these devices? Washington County

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Washington County	100%

c. Protection type:

Number of such devices: ; To be located as follows:

(1) Who will perform the installation?

(2) Estimated cost of installation: $

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices?

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

NOTE: Add 14d, e, etc., on separate sheet, if needed.

If Commissioner's Standard No. 2, 2B or 4 signals are to be installed, describe how motorist will be protected from striking these signals. RURAL TYPE GUARDRAIL, MODIFIED RURAL TYPE GUARDRAIL (describe modification), URBAN TYPE GUARDRAIL OR NON-MOUNTABLE CURBING.

15. Protection at signal: Non-mountable curbing

Number of such devices: 2 ; To be located as follows: both sides

(1) Who will perform the installation? Oregon Department of Transportation

(2) Estimated cost of installation: $

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon Department of Transportation	100%

(4) Who will maintain these devices? Washington County

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Washington County	100%

16. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Co.

Estimated cost of this portion: $

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: Washington County

17. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

Oregon Department of Transportation

b. Remainder of crossing area: Oregon Department of Transportation

18. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Co.

b. Remainder of crossing area: Washington County

19. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Co.

b. Remainder of crossing area: Washington County

20. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track of the crossing should be covered in the answer. Example: Main track--constant warning time device (predictors); Siding track—motion sensing type equipment; Spur tracks--island circuits.)

Request input from SPTC and PUC

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms?

Yes (yes/no) If so, describe the obstacles, identify the owner and make the owner a party in interest in this matter.

PGE

GTE

SECTION V. -- (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No
(yes/no)

If yes, list and explain: _____

If no, explain why not: All crossings in the area are nescessary for the motoring public.

42. Other items of construction and cost distribution:

* * * *

I, Kasper V. Trygstad, being first duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

STATE OF OREGON)

) ss.

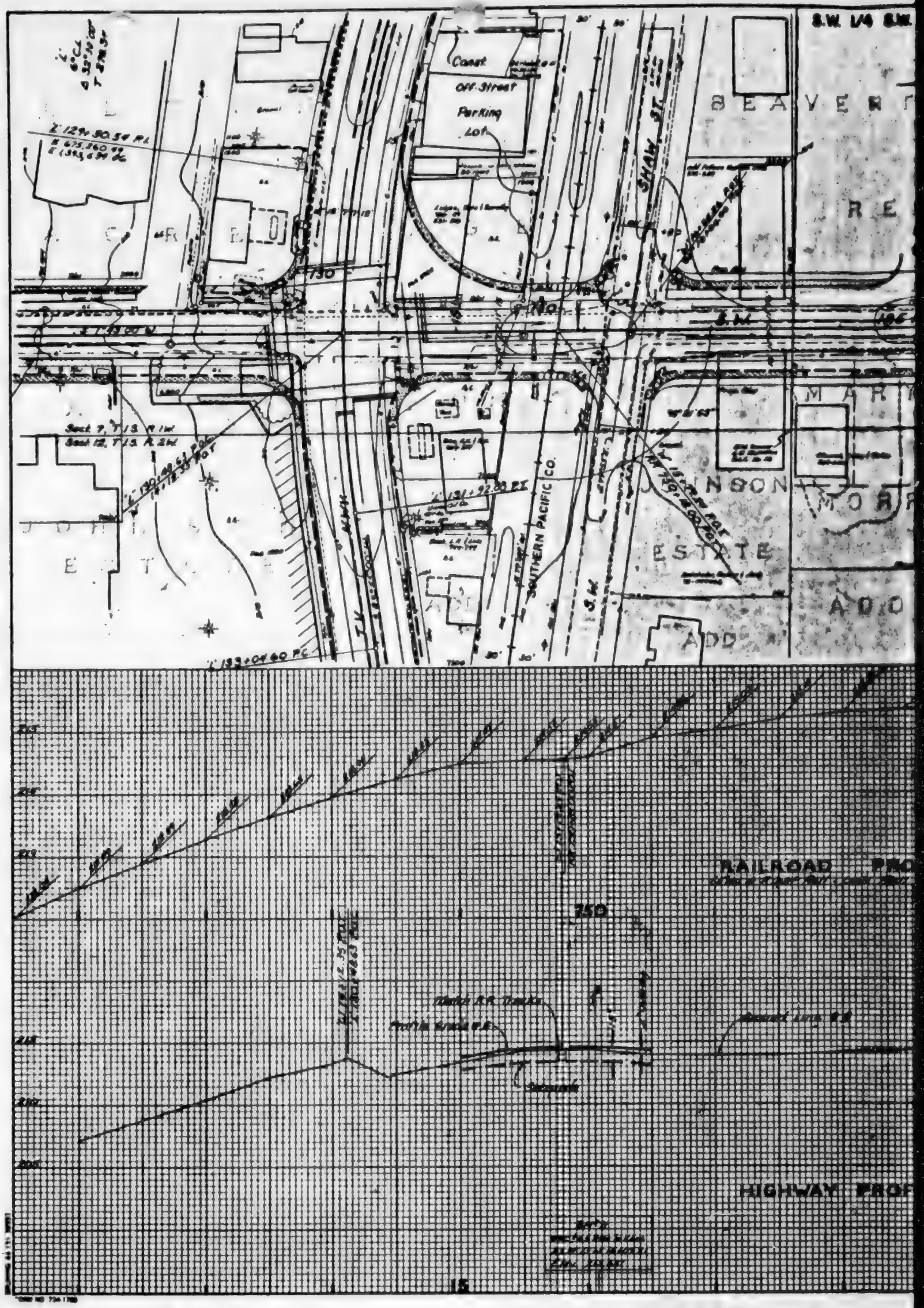
County of)

Subscribed and sworn to before me this 16 day of January, 1984.

(Notary Public for Oregon)

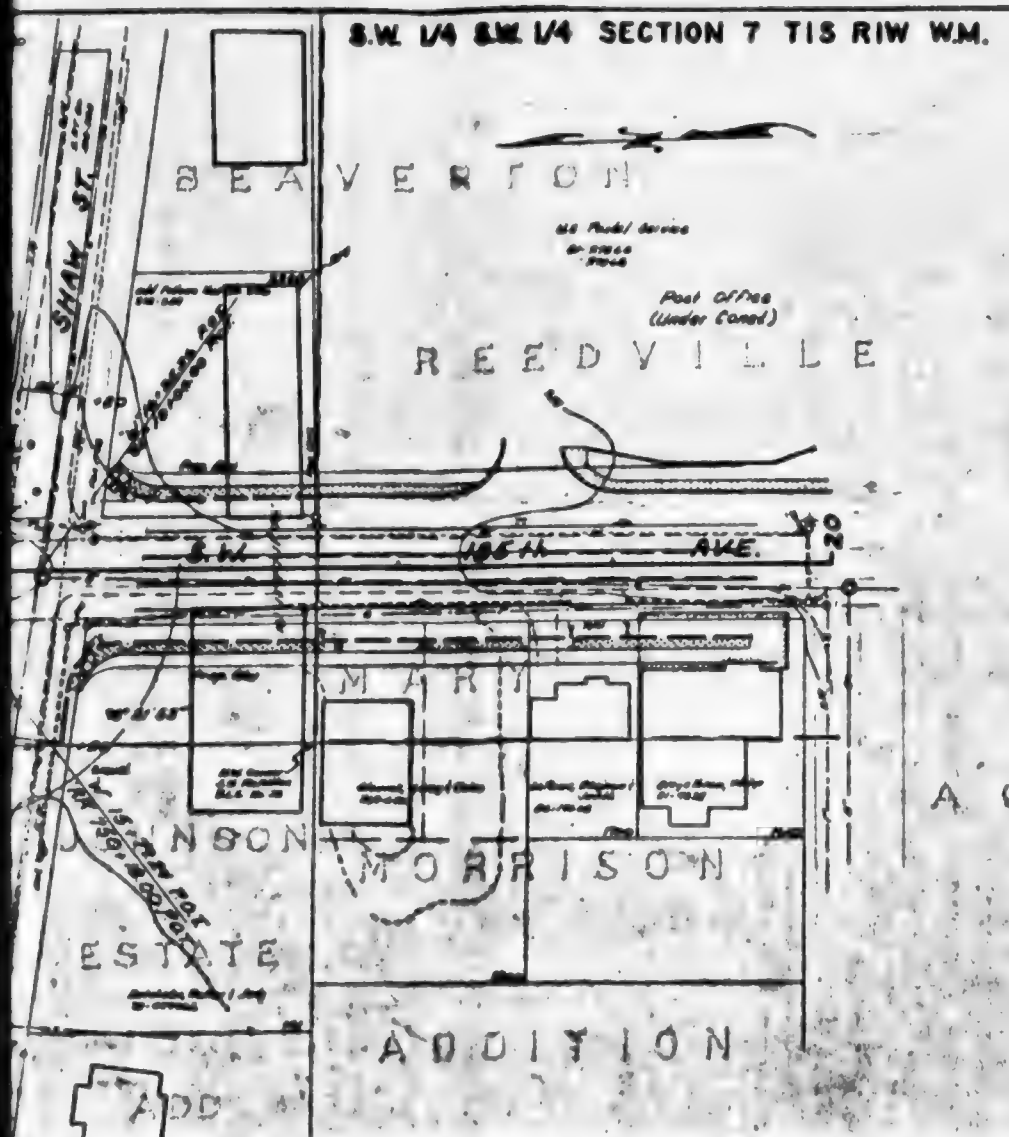
My Commission Expires: _____

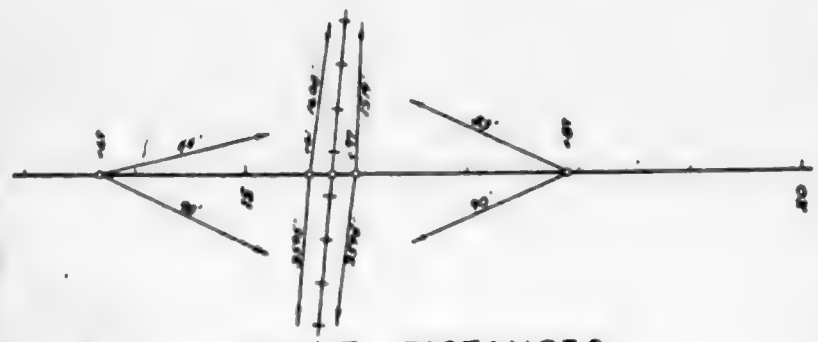
S.W. 185TH AVE. 257 CO. BUC. 28-S3-8



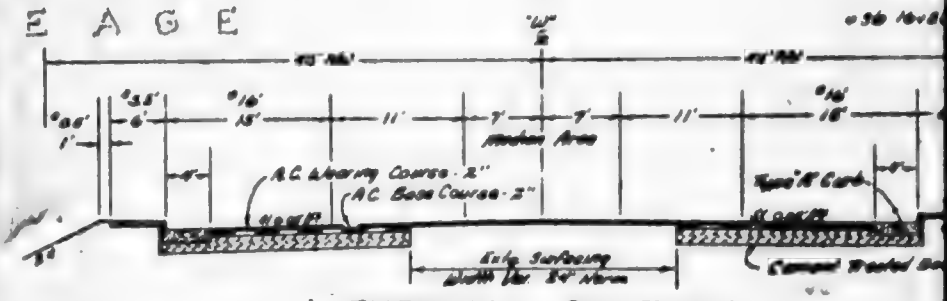
BUC. 28-S3-8 LOMBARD AVENUE TO S.W. 185TH AVE.

S.W. 1/4 S.W. 1/4 SECTION 7 T1S R1W W.M.

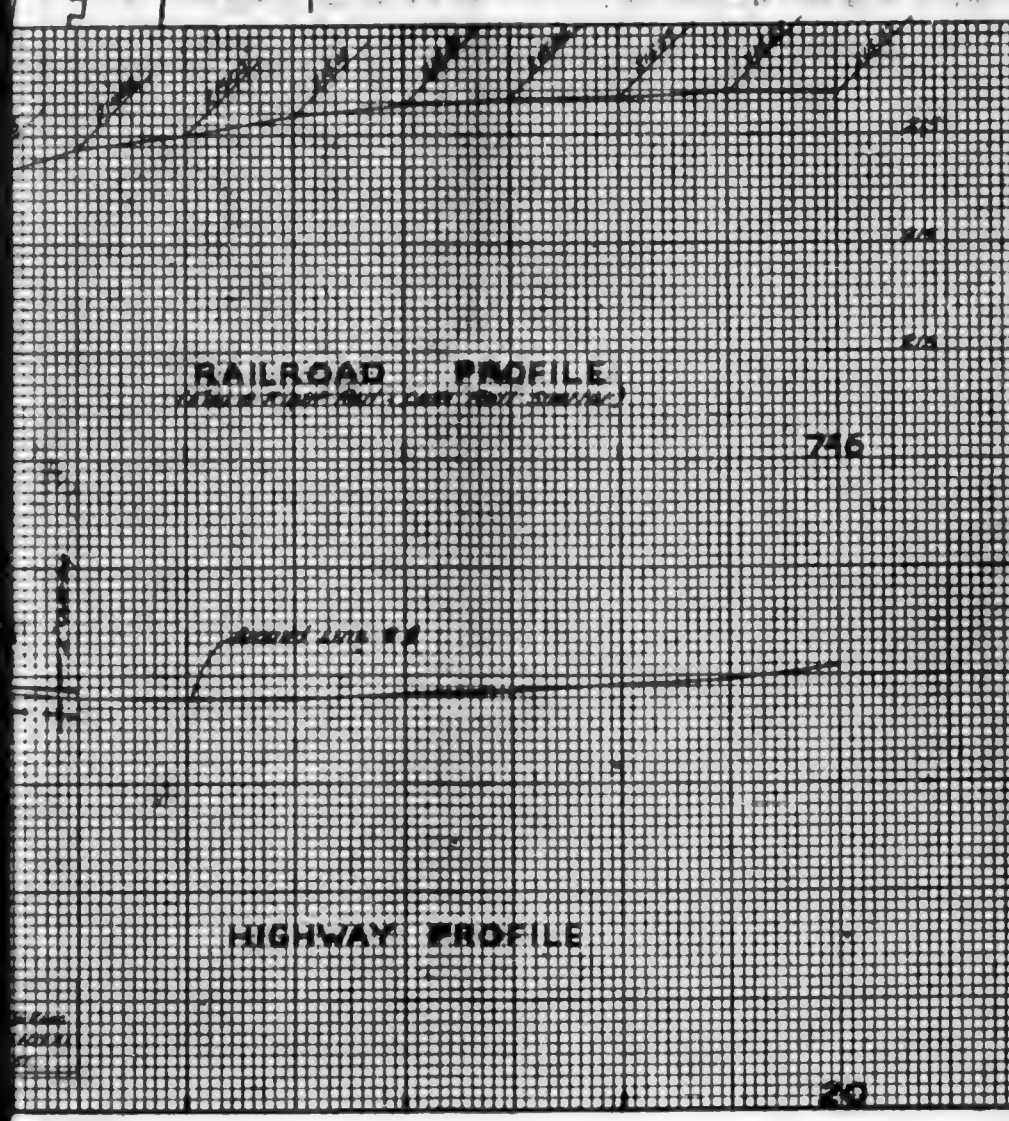




SIGHT DISTANCES



TYPICAL SECTION



P.U.C. DRO

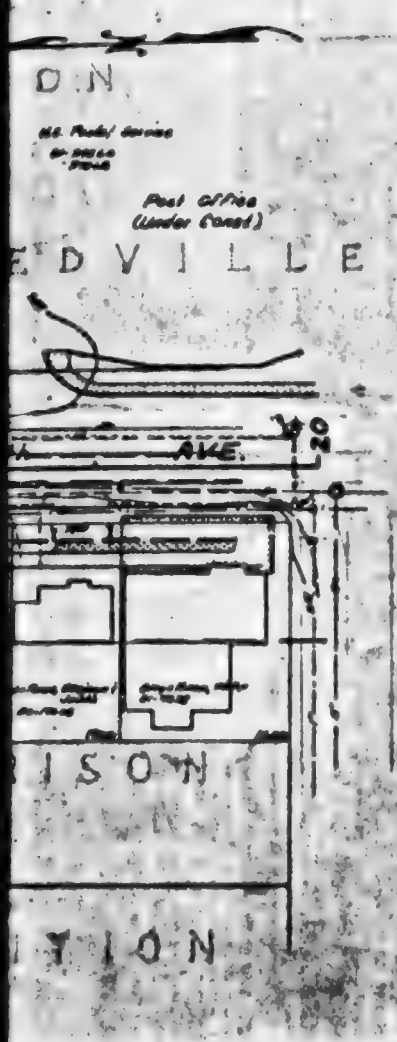
VICINITY

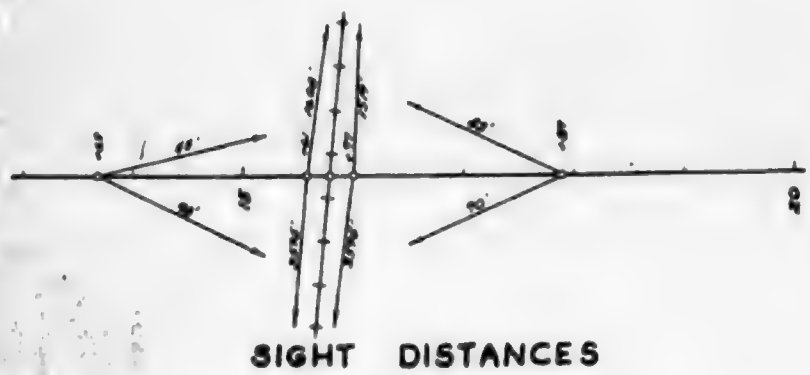
HIGHWAY

29

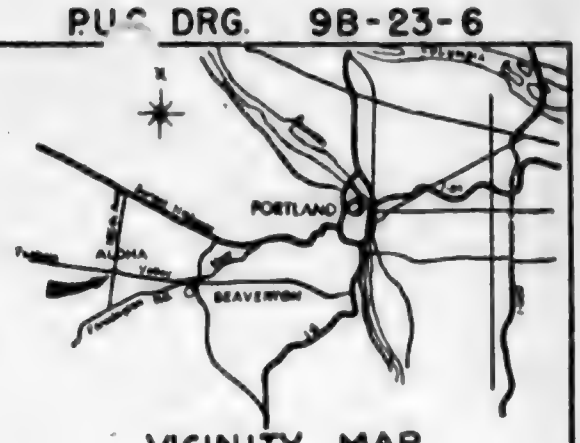
P.U.C. DRG. 9B-23-6

1/4 SECTION 7 T1S R1W W.M.

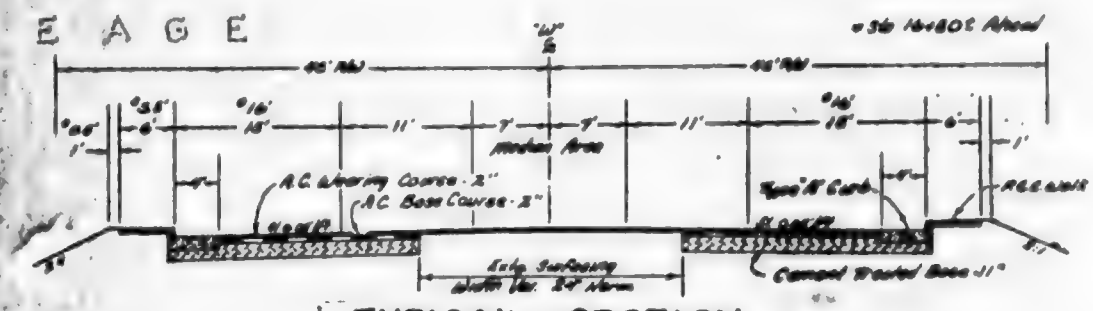




SIGHT DISTANCES



VICINITY MAP
No Scale



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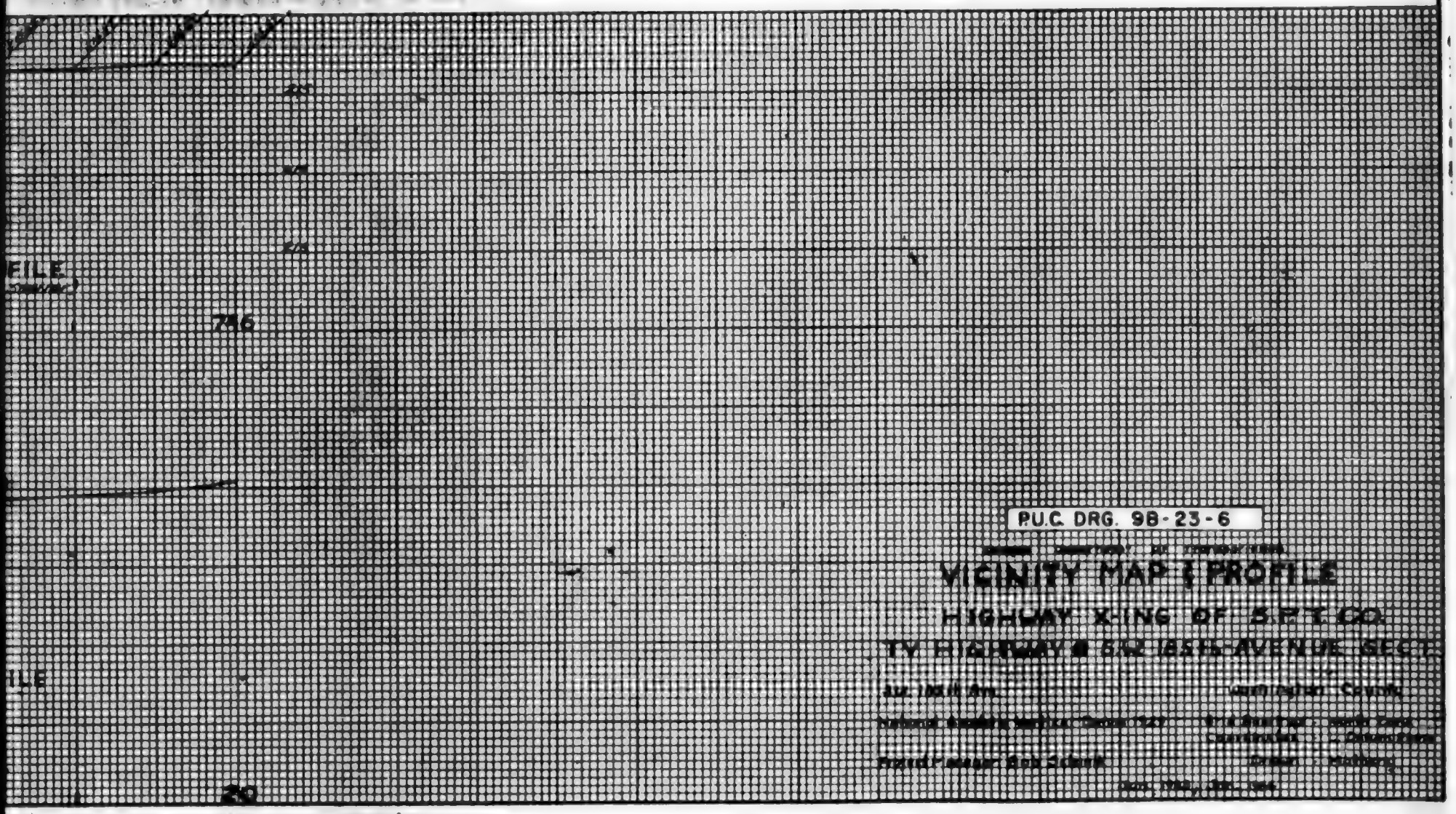


10,128

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Metro Region

9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

January 11, 1984

In Reply Refer To
File No.:

JOHN GRAY
Washington Coutny
150 N. First Avenue
Hillsboro, OR 97123

185th and TV Project

Attached is documentation for additional Federal funding requirements for the 185th and TV project.

As is shown on the attached, a comparision of MSD authorizations with the Federal funds estimated to complete the project at this time indicates a shortfall of $227,632 in Federal funds.

At this time I have been asked to correct the preliminary engineering cost overrun and if you agree with the calculations, I request that you inform the Metropolitan Service District of the need to transfer $26,945 from the construction authorization to the preliminary engineering authorization. The overall project shortfall will need to be addressed in the future.

ORIGINAL SIGNED BY
THEODORE A. SPENCE

THEODORE A. SPENCE
Plan & Program Manager

Attachment

cc: Gary Potter w/att
Jim McClure w/att
Karen Bunk w/att
Andy Cotugno w/att

PROGRAM SECTION
MANAGER [redacted] PROJECT UNIT
JAN 12 1984
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO [redacted]
FOR _____

734-1850

DOCUMENTATION OF
ADDITIONAL FEDERAL FUNDING REQUIREMENT

Project Name: 185th and T.V. Project

Jurisdiction: WASHINGTON COUNTY

Type of Federal Funds: (e(4)) FAU Other _____ State Match _____ Local Match _____

Sponsor: WASHINGTON COUNTY

	MSD AUTHORIZATIONS FED. $	ESTIMATED COST FED. $
PE	$ 144,160	$ 171,105
R/W	1,020,000	1,626,630
Const.	688,750	628,575
MINUS Reserve	- 254,232	
Total	1,598,678	1,826,310

TOTAL ADDITIONAL FUNDS NEEDED: $ 227,632 FF

COMMENTS: Request TRANSFER OF FUNDING TO COVER P.E. OVER-RUN at this time. This overrun amounts to $ 26,945. ADDITIONAL OVER-RUN EXPECTED AT CONSTRUCTION

RECOMMENDED ACTION: Request WASHINGTON COUNTY TO TRANSFER $ 26,945 from CONSTRUCTION TO P.E. - This increases PE TO $ 171,105 & decreases MSD CONST. for CONST. TO $ 661,505

Preparer

1/10/84
Date

1985 Necanicum River Br. Sec. 10,129
of Ave. "G" in Seaside.
(Bridge Repair)

C&A - 8130 3825-85
5-30-84

10129

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Clatsop	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
NOV 10 '87	C. O. Fredrickson, Construction Engineer		BHM-7457(2)
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
03-26-86	08-28-87	83 %	04-15-86

LOCATION Necanicum River Bridge Section of "G" Avenue in Seaside.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Replacement of the substructure of Bridge No. 7525A with concrete pile caps and prestressed concrete piles.

   B. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Hamilton Construction Co.

3. Contract Amount: $132,615.95

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

RECEIVED
STATE HWY ENGR
DEC 4 '87
REFER TO Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File

OK 12/7

NOTED
W. E. SCHWARTZ

FHWA FINAL 4/9/88

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE	
TITLE Area Engineer	DATE 12/2/87	TITLE District Engineer A	DATE 12/2/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

10,129

October 9, 1987

Hansen & Rowland
P.O. Box 1633
Tacoma, WA 98401

CON 5 - 10,129

On September 4, 1987, we wrote to you concerning release of final payment on Contract No. 10,129 awarded to Hamilton Construction Co. (Oregon) for work on the Necanicum River (Seaside) Bridge Section of the City Street-Avenue "G" in Clatsop County.

Final payment on this contract is $2,000.00 and the total contract amount is $132,615.95 including $9,292.93 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

bk

cc: Hamilton Construction Co. (Oregon)
P.O. Box 659
Springfield, OR 97477

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

10,129

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10129

TO: Commission Services

DATE: August 28,1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10129 , On Site Work Substantially Completed March 26, 1986

All Work Completed September 22, 1986

Project Necanicum R. (Seaside) Bridge

Highway City Street ("G" Avenue)

County Clatsop

Type of Work Bridge Repair

Contractor Hamilton Construction Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

9-4-87 - Surety letter written.

RECEIVED
AUG 11 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 10-534	U.S Department of Transportation **Federal Highway Administration**	State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Clatsop
MODIFICATION NUMBER 1	10-27-86	Project Number: BHM-7457(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 15 , 19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 151,728.00	$ 158,458.00
Federal funds	$ 121,381.00	$ 126,765.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24 TH day of OCT , 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXXX For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon October 8, 1986

Federal-Aid Project No. BHM-7457(2)

Necanicum River (Seaside) Bridge Section
City Street ("G" Ave.)
Clatsop County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X021
Structure (Br. No. 07725)

Remove Rip Rap and Excess Concrete (FA #1)	---	---	---	$4,254.00	
Bridge Approach Work (FA #2)	---	---	---	2,476.00	
				$6,730.00	
				Increase	$ 6,730.00
			Subtotal from Estimate of October 7, 1985		125,181.29
				Subtotal	$131,911.29
				Engineering	16,899.71
				Total	$148,811.00

Length of Project ---------- 0.039 mile

RETAIN IN RESERVE

Remove Conflicting Piling	All Required	$ 4,000.00
Preboring or Spudding Thry Riprap	All Required	4,500.00
	Subtotal	$ 8,500.00
	Engineering	1,147.00
	Total	$ 9,647.00

SUMMARY OF FUNDS (80%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	City Funds
Structure	114	$148,811.00	$119,048.00	$14,881.50	$14,881.50
Reserve	114	9,647.00	7,717.00	965.00	965.00
TOTAL		$158,458.00	$126,765.00	$15,846.50	$15,846.50

Group 1 = 100%
Contract No. 10,129
Prefix: C304-1961
Prefix: C10129

Appn Code: 114

RLC:me

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration — FEDERAL-AID PROJECT AGREEMENT	STATE: Oregon
10-106		COUNTY: Clatsop
		PROJECT NO.: BHM-7457(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Necanicum River (Seaside) Bridge Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8/28/85	0.039
OTHER *(Specify)*		

FUNDS: Pro-rata 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 151,728.00	$ 121,381.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator: OCT 15 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen Files

Oregon State Highway Division
Salem, Oregon October 7, 1985

Federal Aid Project No. BHM-7457(2)

Necanicum River (Seaside) Bridge Section
City Street ("G" Ave.)
Clatsop County

PROJECT AGREEMENT ESTIMATE

Type Code X021
Structure (Br. No. 07725)

Mobilization	Lump Sum	All	Lump Sum	$	12,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum		200.00
Temporary Signs	Sq. Ft.	109	9.00		981.00
Temporary Barricades	Each	4	50.00		200.00
STRUCTURE					
Bridge Removal Work	Lump Sum	All	Lump Sum		18,000.00
Structure Excavation	Cu. Yd.	25	8.00		200.00
Special Wall Backfill	Cu. Yd.	10	20.00		200.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum		25,000.00
Furnish 16" Prestressed Concrete Piling	Lin. Ft.	1,260	17.00		21,420.00
Drive Prestressed Concrete Piles	Lin. Ft.	715	0.50		357.50
Structural Concrete, Class 4000 (108 CY @ $350)	Lump Sum	All	Lump Sum		30,000.00
Reinforcement (14,000 lbs. @ $1.00)	Lump Sum	All	Lump Sum		8,000.00
Raise Existing Bridge	Lump Sum	All	Lump Sum		6,000.00
Deck Joint Repair	Lump Sum	All	Lump Sum		2,000.00
				$	124,558.50
ANTICIPATED ITEMS					
EEO/Labor Compliance Monitoring		(0.5%)	All Required	$	622.29
					622.29
			SUBTOTAL		125,181.29
			Engineering		16,899.71
			TOTAL	$	142,081.00

Length of Project ---------- 0.039 mi.

RETAIN IN RESERVE

Remove Conflicting Piling	All Required	$ 4,000.00
Preboring or Spudding Thry Riprap	All Required	4,500.00
	SUBTOTAL	$ 8,500.00
	Engineering	1,147.00
	TOTAL	$ 9,647.00

SUMMARY OF FUNDS (80%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS
Structure	$142,081.00	$113,664.00	$14,208.50	$14,208.50
Reserve	9,647.00	7,717.00	965.00	965.00
TOTAL	$151,728.00	$121,381.00	$15,173.50	$15,173.50

Group 1 100%
Contract No. 10,129
Prefix: C304-1961
Prefix: C10129

Appn Code: 114

DDB/RLC:bkb/me

10,127

Oregon State Highway Division
Salem, Oregon July 28, 1986

Federal-Aid Project No. BHM-7457(1)

Necanicum River (Avenue "G") Bridge Section
City Street
Clatsop County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 33,975.00
		Total	$ 33,975.00

Length of Project ---------- 0.05 mi.

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	City Funds
Preliminary Engineering	114	80%	$33,975.00	$27,180.00	$6,795.00
TOTAL			$33,975.00	$27,180.00	$6,795.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Prefix: C304-1961

Original Program 40,000 32,000 #8000
2-25-85 Program Change 48,100 38,480 #9620

DDB:me

Deobligated #11,300 ORG was 01C

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Necanicum River (Seaside) Bridge	WEEK ENDING: 4/12/86
		SECTION PREFIX: C10129/001 900
	HIGHWAY: City Street- AVE "G"	COUNTY: Clatsop
NAME OF JOB: Necanicum River (Seaside) Bridge	KIND OF WORK: Substructure repair	
CONTRACTOR: Hamilton Construction Co.	CONTRACT NUMBER: 10,129	FEDERAL AID PROJECT NUMBER: BHM-7457(2)
DATE OF CONTRACT: 9/27/85	DATE WORK STARTED: 12/20/85	ESTIMATED COMPLETION DATE: 4/15/86
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 1 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $151,728.27	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $139,696.95	ENGINEERING AUTHORIZATION $12,031.32	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 97
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $135,514.76	ENGINEERING COST TO DATE $18,444.04	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 2 %	PERCENT OF AUTHORIZATION 153 %	DATE PROJECT WAS COMPLETED: 3/26/86

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Pickup, generator

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	752A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Sealed diaphragm beams at Bents #2 and #3.
TUESDAY	
WEDNESDAY	Final inspection. Made by: Ken Husby, Region II Const. Eng.; Bill Kappus, FHWA; Hobert Hicks, Project Manager; Mark Mead for city of Seaside.
THURSDAY	Bridge opened to traffic.
FRIDAY	
SATURDAY	Removed signs and barricades from project.

REMARKS

Project complete. Last report.

SIGNED _____ LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

FMBL042-2 RUN 11/26/85 02:28
ADVANCE DEPOSIT STATEMENT FROM HIGHWAY DIVISION PAGE 533
11/26/85

CUSTOMER NO: 0000601878-00

CITY OF SEASIDE
FINANCE OFFICER
CITY HALL
SEASIDE OR 97138

C U R R E N T C H A R G E S

AGREEMENT	TOTAL DEPOSIT	PRIOR CHARGES	ADJUSTMENTS	PRIOR BALANCE	CURRENT CHARGES	ENDING BALANCE
F01918-01 CITY-SEASIDE/NECANICUM R. BRIDGE					10/85	
BRM 7457(1)	6,999.17-	.83	.00	.00	1.39	1.39-
F03792-01 ~ CITY OF SEASIDE/NECANICUM RIVER BRIDGE					10/85	
BRM 7457(2)	900.00	.00	.00	900.00	625.22	274.78
TOTAL	6,099.17-	.83	.00	900.00	626.61	273.39

ONE OR MORE ADVANCE DEPOSITS HAVE OVEREXPENDED. PLEASE REMIT ADDITIONAL ADVANCE DEPOSITS FOR AGREEMENTS SHOWN AS NEGATIVE.

TO ENSURE PROPER CREDIT, RETURN THE ATTACHED COPY OF THIS STATEMENT WITH YOUR REMITTANCE.

*** PLEASE REMIT TO ***

OREGON DEPARTMENT OF TRANSPORTATION (503) 378-5034
434 TRANSPORTATION BUILDING
SALEM OR 97310

Attention Don
HARWELL

October 11, 1985

CON 5 - 10,129

Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

Contract No. 10,129 for bridge repair on the Necanicum River (Seaside) Bridge Section of City Street-Avenue "G" in Clatsop County.

A copy of this contract is also being sent to the surety on your performance and payment bond.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Hansen & Rowland
P. O. Box 1633
621 Pacific Ave.
Tacoma, WA 98401

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015
bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Hobart Hicks

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

September 23, 1985

Office of Commission Service
Room 121
State Transportation Building
Salem, Oregon 97310

RE: Necanicum River
(Seaside) Bridge
MBE Utilization

In compliance with paragraph 5 of the Supplemental Required Provision for the above job, we offer the following documentation of our utilization of MBE.

Item 1. Mobilization	L.S. 600	$ 600.00
Item 3. Temp. Signs	109 Sq. ft. @ 9.00	981.00
Item 4. Temp. Barricade	4 ea @ 69.00	276.00
Item 13. Raise Existing Br.	L.S. 5650.	5650.00
		$7507.00

The above is subcontracted to:
Romero/Cabrera
950 E. 37th Avenue
Eugene, Oregon 97405

Our utilization exceeds the 6% goal of $7,473.00. We request your approval of our documentation.

Jack Hamilton
JACK HAMILTON
EEO/MBE/WBE/Officer

RECEIVED
SEP 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: WTP
PM
File

#55

cc: Thomas Jones

September 24, 1985

PRO

Larry Lehman, City Manager
City of Seaside
851 Broadway
Seaside, OR 97138

SUBJECT: Necanicum River (Avenue "G") Bridge
Project No. BHM-7457(2)
Clatsop County

Dear Mr. Lehman:

On September 19, 1985 the State Highway Division received a satisfactory bid from Hamilton Construction Co., P.O. Box 655, Springfield, OR 97477 on the subject project.

This is a Highway Bridge Replacement project and as per our Agreement No. 8130 and our Local Government Agreement, the City is requested to deposit the balance of their share of the remaining construction cost as computed below:

Contractor's Bid		$124,558.50
Anticipated Items		9,122.79
SUBTOTAL		$133,681.29
Contingencies (4 1/2%)		6,015.66
Engineering (9%)		12,031.32
TOTAL CONSTRUCTION COST		$151,728.27
Estimated P.E. Cost		34,000.00
Federal Funds (80%)		(148,582.62)
Less State Share 1/2 Const. Match		(15,172.83)
Less City's Advance Deposits:		
P.E. 84-71	$ 8,000.00	
Const. 85-102	13,000.00	(21,000.00)
Balance due from City		$ 972.82
CITY SHARE & ADVANCE DEPOSIT		$ 1,000.00

We will award the contract when we receive Commission approval and the DBE/WBE goals are met. Please submit your supplemental deposit of $1,000 by October 11, 1985. You may use one of the three options for payment described in the attachments.

CK RECEIVED 10-10-85 MKS

Very truly yours,

Gary A. Potter, Manager
Program Section

MKS:pf
Attachment
Dcc w/AD #85-109: Rick Sjolander, Region 2
Vern Skoog-Please return AD #85-109 when advance deposit is received.

ic

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BHM-~~5457(2)~~ 7457(2)

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40223

2A. COUNTY NAME
Clatsop

6. TO
Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Orig to 9/10

RECEIVED
STATE HWY ENGR
SEP - 9 '85
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE
August 28, 1985

8. FEDERAL ROUTE NUMBER
FAU 7457

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
Necanicum River (Seaside) Bridge #07525-000-00001

11. GENERAL DESCRIPTION OF WORK
Revised PS&E

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)*

Anticipated items as shown in your "PS&E" Estimate dated 8-5-85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 8-26-85 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $200,301; Federal Funds $160,240.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

(Increase TEC $10,595 - F.F. $8,476)

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/6/85	D. K. Hunter	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,127

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter
MANAGER, PROGRAM SECTION

DATE: September 5, 1985

SUBJECT: Preliminary Plans
Necanicum River (Avenue 'G') Bridge
Seaside

Enclosed is a signed copy of the preliminary plans for the subject HBR project.

Please note that the signatures appear in the ODOT signature block. Larry Lehman is the City Manager and Mark Mead is the City Engineer.

Richard T. Sjolander
REGION FEDERAL AID SPECIALIST

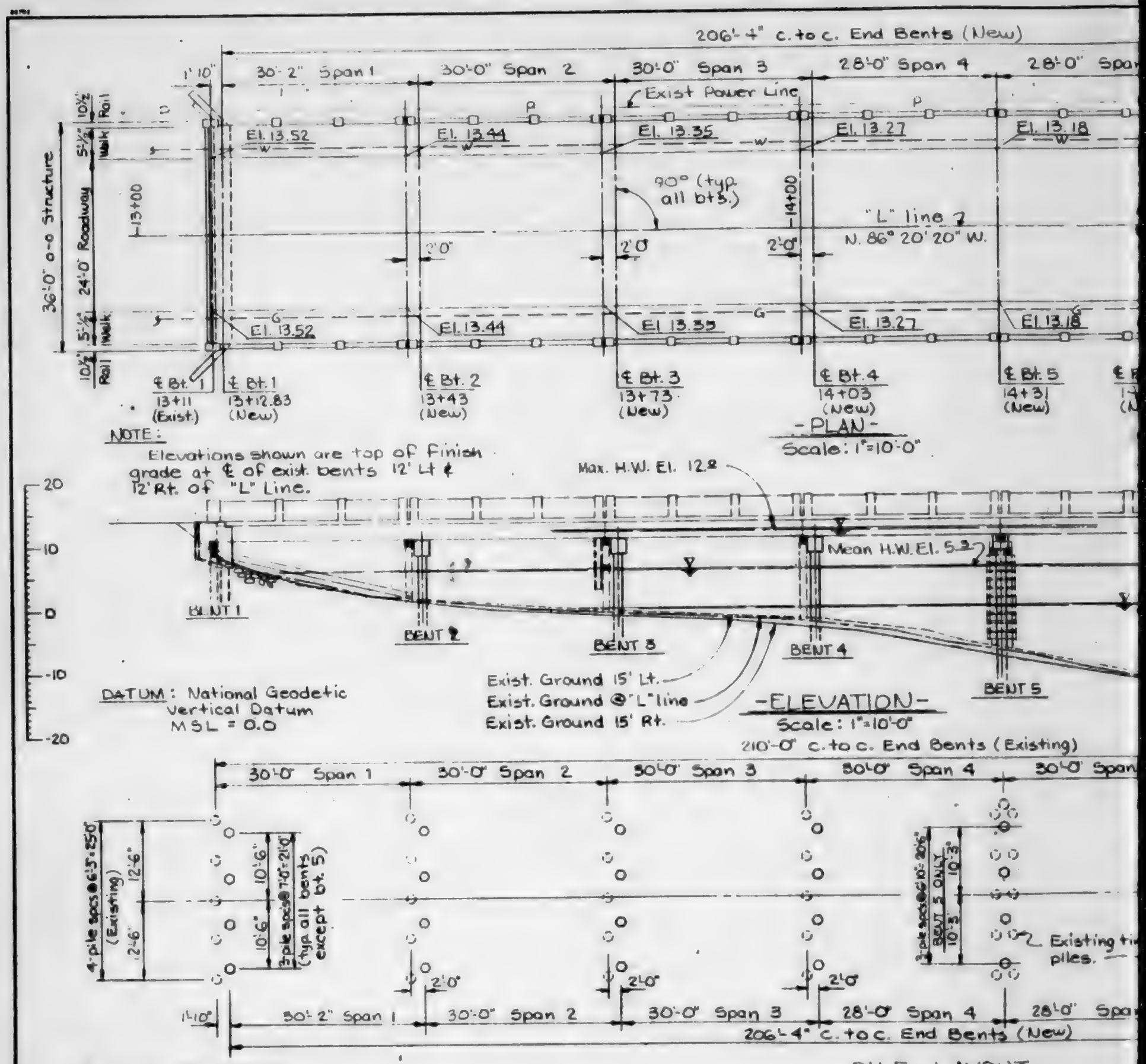
RTS/kjp

Enclosure
cc: Walt Hart
File

0905K6

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
SEP 06 1985
REFER TO
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1367



JACKING SEQUENCE:

1. Raise bents 2 & 3 simultaneously.
2. Raise bents 4, 5, 6 & 7 consecutively. from bent 4 to bent 7.
3. Raise bents 1 & 8 as required.

Note: Jack Bent 2 ± 4"
" " 3 ± 4½"
" " 4 ± 2"
" " 5 ± 2"
" " 6 ± 2"
" " 7 ± 1"
(Field verify before jacking)

PILE LAYOUT

Scale: 1"=10'-0"

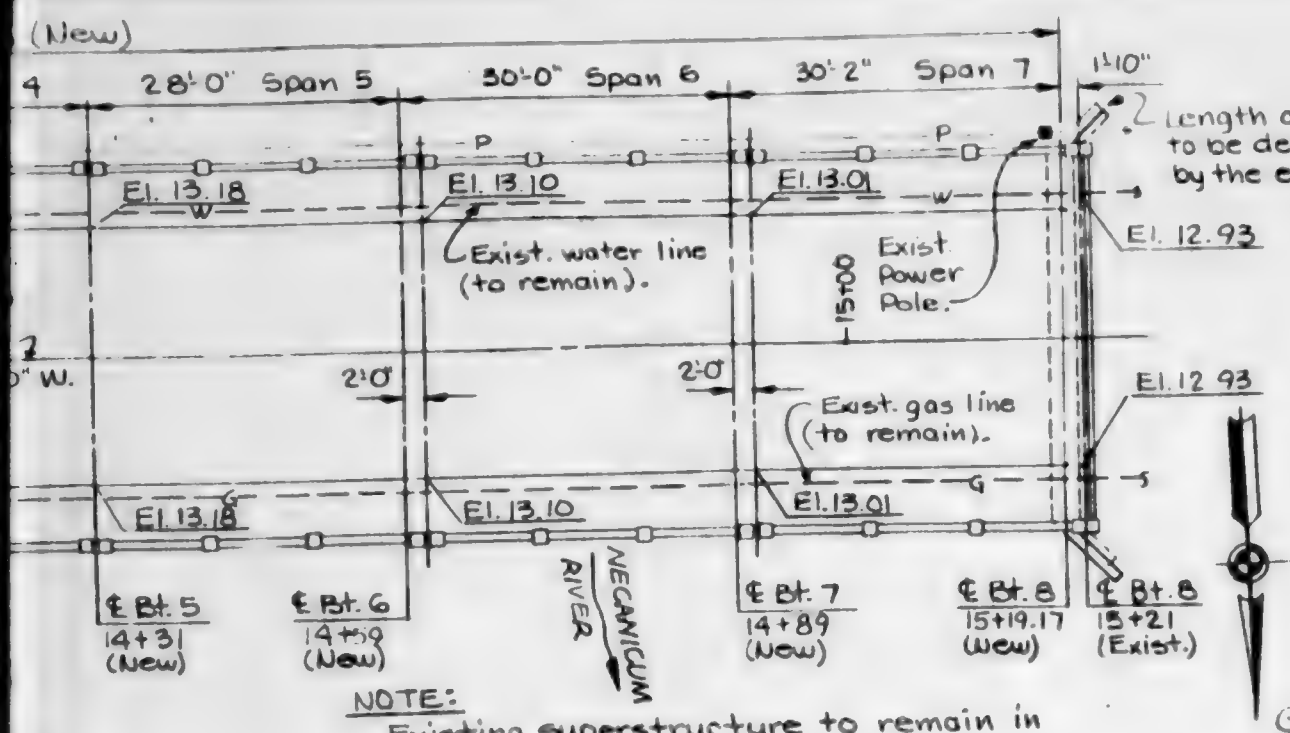
Sta 13+11
El. 13.52
-0.281%
Profile grade at gutter 12' Lt & 12' Rt.

GRADE LINE DIAGRAM

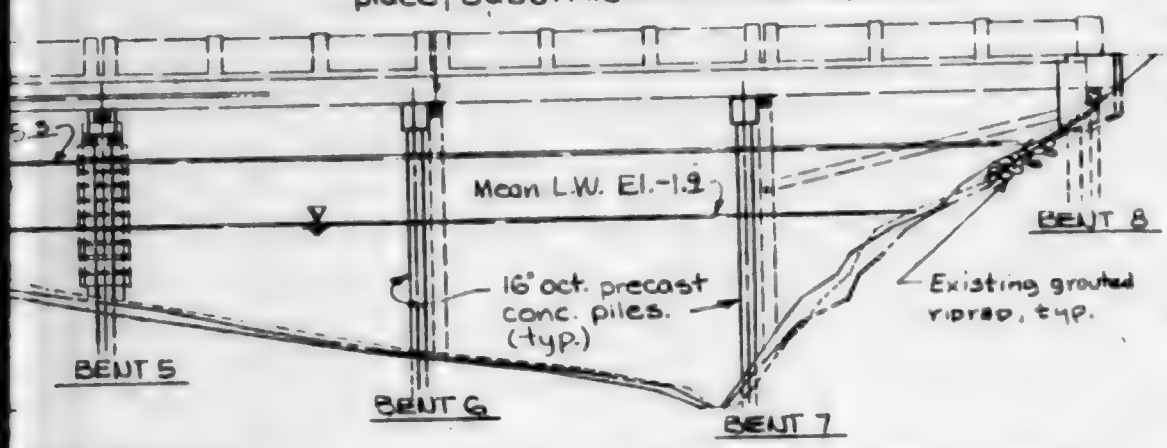
NOTE: Minimum pile tip elevations are as follows:

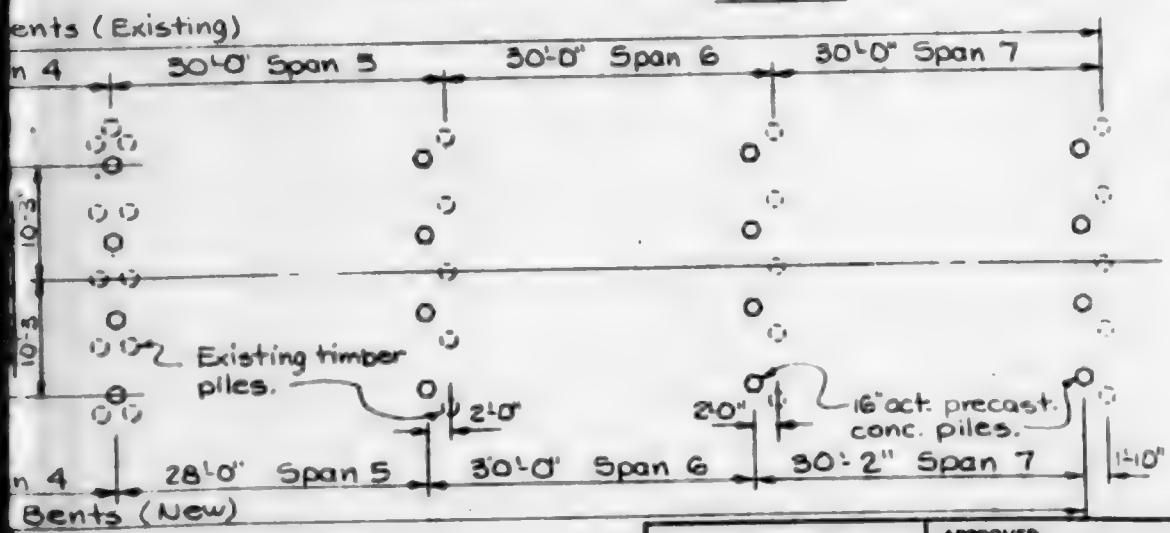
BENT	ELEV.	BENT	ELEV.	BENT	ELEV.
1	-15'	4	-17'	7	-31'
2	-15'	5	-22'	8	-15'
3	-15'	6	-27'		

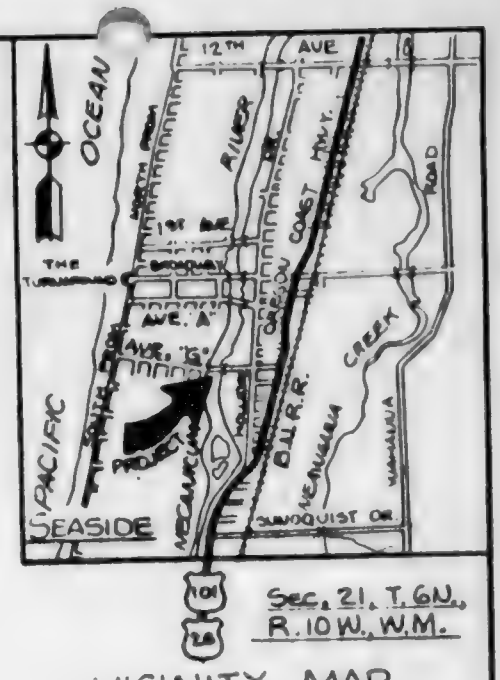
DATE



NOTE:
Existing superstructure to remain in place, substructure to be replaced.







Sec. 21, T. 6N., R. 10 W., W.M.

VICINITY MAP
Not to Scale

GENERAL NOTES:

All material and workmanship shall conform to the Standard Specifications for Highway Construction of the Oregon State Highway Division.

Bridge substructure designed for HS-20 loading with no allowance for future wearing surface.

Concrete members designed by Load Factor Design method.

All reinforcing steel shall conform to ASTM Specification A 615(51) Grade 60. The following splice lengths shall be used unless shown otherwise:

Bar Size	3	4	5	6	7	8	9	10	11
Splice Length	1'-0"	1'-4"	1'-8"	2'-0"	2'-4"	3'-7"	4'-7"	5'-9"	7'-1"

All reinforcing steel bars shall be placed 2" clear of the nearest face of concrete unless shown otherwise.

Reinforcing steel for pile caps and walls shall not be fabricated until final cap elevations have been determined in the field.

Concrete in caps, walls, transverse beams and deck shall be Class 4000, 1½", 1" or ¾".

All piles shall be 16" octagonal prestressed concrete, per dwg. № 34031 and shall be driven to a minimum bearing of 50 tons per pile, a maximum bearing of 110 tons per pile and a minimum tip elevation of _____. *

See dwg. № 40754 for Construction Sequence.

* See Special Provisions for additional details.

AYOUT
=10'-0"

LEV.
-31'
-15'

DATE	REVISION	BY

REGISTERED PROFESSIONAL ENGINEER 3000 OREGON NOV. 6, 1973 WALTER J. HART
BRIDGE ENGINEER

REGISTERED PROFESSIONAL ENGINEER 6348 OREGON JULY 10, 1985 GEORGE H. BELLIN

APPROVED:
BRIDGE ENGINEER _____ PE
ASSISTANT STATE HIGHWAY ENGINEER _____ PE

G.H. BELLIN
DESIGNED
T.A. OHREN
DRAWN
M.E. HIROTA
CHECKED
REVIEWED
REVIEWED

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

NECANICUM RIVER (AVE. "G" SEASIDE) BR.
SUBSTRUCTURE REPAIR
NECANICUM RIVER (AVE. "G" SEASIDE) BR. SEC.
AVENUE "G" - CLATSOP CO.

PLAN AND ELEVATION

ACCOMPANIED BY DWGS. 40753, 40754, 34031, (10336 & 10337 incl. for information only)

DATE MAY 1985 CALC. BOOK 2074 SHEET 1 OF 4
BRIDGE NO. 7525A DRAWING NO. 40752

NOTE:* Saw cut deck ½" min. for access hole. Re-use deck reinf. steel. See SPLICE DETAIL.

¼" expan. polystyrene btwn. bm. and wingwall.

Access hole in deck as req'd. for 16" oct. piles (total 4)*

℄ exist bt.

"L" line

5-№8 x 2'-3" hinge bars btwn. bm's. (total 20).

½" (typ.)

45° (typ.) 8'-0" (typ.)

A

A

1'-10"

1'-10"

℄ proposed Bent

17'-0"

17'-0"

34'-0"

NOTE: Bent 8 Lt. wingwall to be aprox. 5½ ft. long.

PLAN ~ BENT 8 (BENT 1 SIMILAR)

Scale: ¼"=1'-0"

Access hole in d as req'd. for 16" oc piles (total 4)*

℄ exist. Bent

2'-0"

℄ proposed Bent

"L" line

24'-0" Exist. Rdwy.

2-№4 stirrups at ea. pile access hole.

Area of ¼" expan. polystyrene btwn exist & new const. (typ.)

6-№4 stir's @12" ctr's btwn. bm's.

2-№8 x 4'-11" bars btwn. bm's.

2-№8 x 5'-0" bars thru. bm's.*

3" (typ.)

See THRD'D. ROD DETAIL

½" expan. polystyrene (typ. ea. side).

2-№8 x 25'-8" bars

Exist water line to remain.

2-№11 x cont. bars top & bottom.

5-№8 x 2'-3" hinge bars btwn. bm's.

3'-6"

3'-6"

Exist. gas line to remain.

2-№5 x cont. bars each face.

4-16" oct. precast conc. piles.

5-№8 x 2'-3" hinge bars btwn. bm's.

2-№5 x 25'-8" bars.

6'-6"

3 - pile spc's @ 7'-0" = 21'-0"

6'-6"

№4 stirrups & ties @ 12" max ctr's. btwn. piles and at ends.

ELEVATION ~ BENT 8 (BENT 1 SIMILAR)

Scale: ¼"=1'-0"

* Drill 2-1½" holes w/ rotary drill thru exist bm's.

2-1" ℄ x 3'-0" rod (A 36) thrdd. full length w/ dbl. nuts & washers.

1'-9"

1'-6" x 1'-9" blockout for exist. utility lines (Bts 1 & 8 only).

½" premolded expanded joint filler. (See HINGE DETAIL).

THRD'D. ROD DETAIL

Scale: ¾"=1'-0"

№4 vert. bars. @12" ctr's.

¼" expan. polystyrene btwn. exist bm. and wingwall.

9" Exist

2'-6½" ±

1'-3"

1'-5½"

Edge of exist bm.

Blockout

№5 x cont. bars.

SECTION "F-F"

Scale: ½"=1'-0"

Note: See SEC. "D-D" for reinf. not shown.

№5 x 7'-6" bars @ 12" ctr's.

№4 vert bars @ 12" ctr's ea. face.

№4 stirrups & ties @ 12" ctr's.

7-№4 bars @ 12" ctr's. hk. 1'-0" into pile cap.

2'-6"

1'-3"

1'-3"

℄ Rdwy.

8'-0" wing wall

45°

№5 x 4'-0" bars @ 12" ctr's. hk. 1'-0" into wall.

№4 vert. bars @ 12" ctr's. Cont. horiz. bars.

№4 stirrups & ties @ 12" max ctr's.

SECTION "D-D"

Scale: ½"=1'-0"

№4 bars @ 12" ctr's. hk. 1'-0" into cap (stream side).

Match top of exist. wall

3'-6"

2'-0"

2'-0"

2-№4 L-bars Field bend into wall

2-№4 L-bars

№5 x 7'-6" bars @ 12" (Fill side).

Blockout

E

F

D

3'-6"

2'-7½"

2'-7½"

7'-0" ±

D

E

№4 vert bars @ 12" ea. face

8'-0" (along wall)

TYP. WINGWALL DETAIL

Scale: ⅞"=1'-0"

Access hole in deck as req'd. for 16" oct. piles (total 4).*

"L" line

5-N°8 x 2'-3" hinge bars btwn. bm's. (total 20).

2-N°4 stir's at ea pile access hole.

N°4 stir's & ties @ 12" ctr's. btwn. exist bm's.

1'-4"±

2'-2"±

& exist. Bent

2'-6"

& proposed Bent

13'-0"

13'-0"

26'-0" o-o Pile Cap

Saw cut deck ½" deep (typ)

PLAN ~ BENTS 2,3,4,6, & 7

Scale: ¼"=1'-0"

2-N°4 stirrups at ea. pile access hole.

24'-0" Exist Rdwy.

2-N° 8 x 5'-0" bars thru bm's.*

2-N° 8 bars x 4'-11" btwn. bm's.

½" expan. polystyrene (typ. ea. side).

5-N° 8 x 2'-3" hinge bars btwn. bm's.

2-N° 5 x 25'-8" bars.

2-N° 11 x 25'-8" bars. top & bott.

6-N°4 stir's. @ 12" ctr's btwn. bm's.

2-N° 8 x 25'-8" bars.

3'-6"

3'-6"

2'-6"

3 spc's @ 7'-0" = 21'-0"

2'-6"

2" cl.

N°4 stirrups & ties @ 12" max. ctr's. btwn. piles and at ends.

2" cl.

ELEVATION ~ BENTS 2,3,4,6&7

Scale: ¼"=1'-0"

Drill 2 - 1½" holes w/ rotary drill thru exist bm's.

1'-6" x 1'-9" blockout for exist. utility lines (Bts 1 & 8 only).

Continuous hinge.

½" premolded expan. joint filler.

1½"

1'-0" embed

1'-3"

1'-3"

N°8 x 2'-3" hinge bars @ 12" ctr's. btwn. bm's.

HINGE DETAIL

Scale: 1"=1'-0"

N°4 bars @ 12" ctr's. hk. 1'-0" into cap (stream side).

N°5 x 7'-6" bars @12" (Fill side).

E

E (along wall)

DETAIL

1'-0"

2-N°4 x con't. bars.

Exist. wingwall.

4'-7"±

7'-1"±

2'-6"±

F

D

Fill side

Exist. gr. line

SEC. "E-E"

Scale: ⅜"=1'-0"

2'-0"

2-N°8 x 4'-11" bars btwn. bm's.

2'-11"±

& proposed Bent

(typ)

6" Varies (exist.)

2-N° 8 x 25'-8" bars

6" deck

2'-6"

Varies

2'-0"

2-N° 8 x 5'-0" bars thru bm's

See Hinge Detail.

4-N°5 x cont. bars

3'-1"

3'-6"

1'-0"

1'-0" dia

N°4 stir's & ties @ 12" btwn. piles.

& exist. Bt. flur against undisturbed material

16" oct. precast conc. pile.

Exist ground

2'-1"±

2" cl.

2'-6"

1'-3"

1'-3"

2-N°11 x con't bars top & bott.

SECTION "A-A"

Scale: ½"=1'-0"

N°4 stir's & ties @ 12" btwn. piles and at ends.

& exist. Bent

2'-0"

2'-2"±

2" cl.

2" cl.

4-N°11 x 25'-8" bars

16" oct. precast conc pile.

NOTE: See SEC. "A-A" for additional details.

SECTION "B-B"

Scale: ½"=1'-0"

Access hole as req'd. for new 16" oct. pile.

Straighten exist. rebar & splice w/ bar of same size as req'd.

Cut & bend exist. rebar to cl. new pile.

TYP. SPLICE DETAIL

Not to Scale

APPROVED

BRIDGE ENGINEER PE

PE NO

DESIGNED Leonard Ballin PE NO 5246

DRAWN T.A. OHREN

CHECKED M.E. HIROTA

REVIEWED

PE NO

REVISED

DATE	REVISION	BY

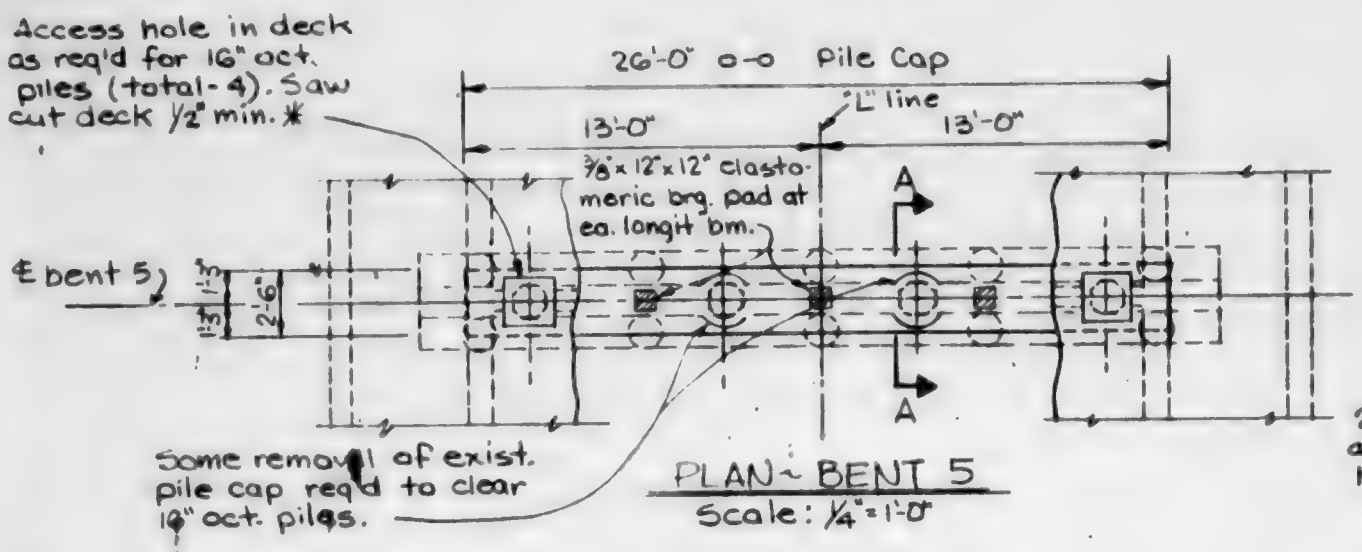
OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

NECANICUM RIVER (AVE. "G" SEASIDE) BR. SUBSTRUCTURE REPAIR

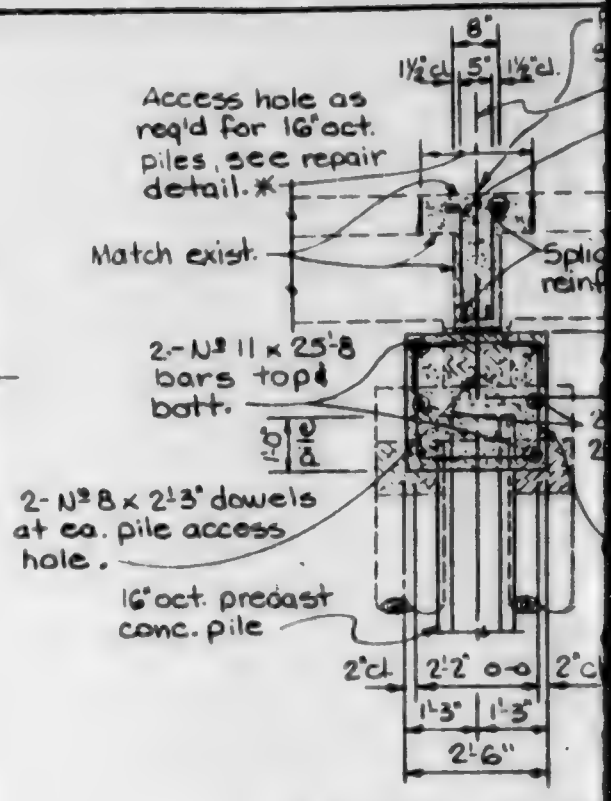
BENT DETAILS

DATE MAY 1985 CALC. BOOK 2074 SHEET 2 OF 4

BRIDGE NO. 7525A DRAWING NO. 40753

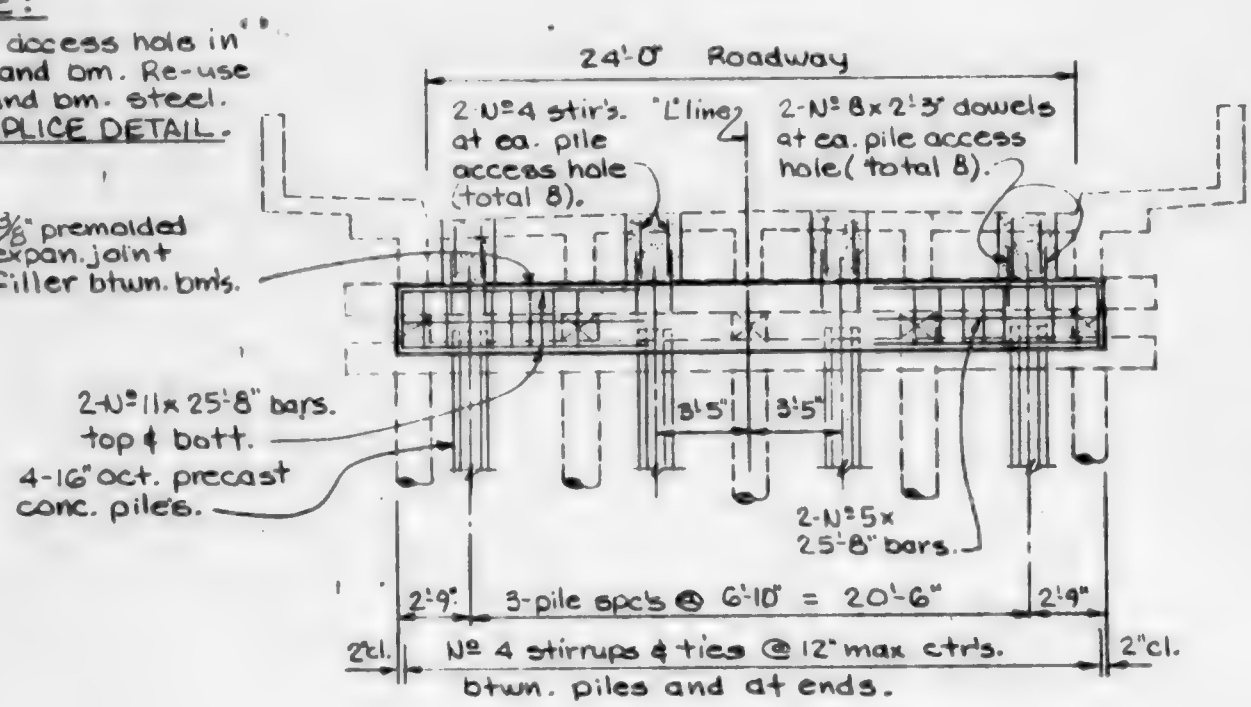

Access hole in deck as req'd for 16" oct. piles (total-4). Saw cut deck ½" min. *
26'-0" o-o Pile Cap
"L" line
13'-0"
13'-0"
⅜" x 12" x 12" elastomeric brg. pad at ea. longit bm.
A
A
℄ bent 5
3'-0"
3'-0"
2'-6"
Some removal of exist. pile cap req'd to clear 16" oct. piles.

PLAN ~ BENT 5
Scale: ¼"=1'-0"

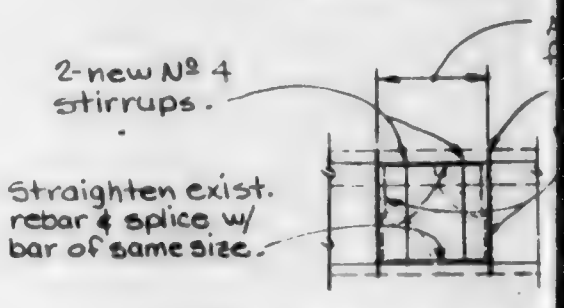


SECTION "A-A"
Scale: ½"=1'-0"

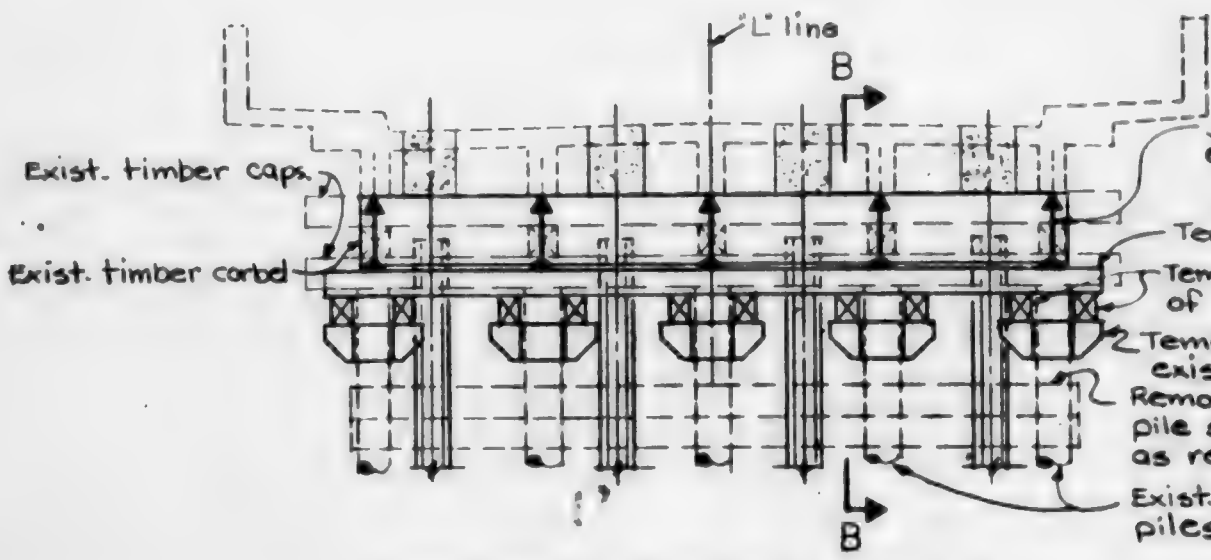
NOTE:
* Cut access hole in deck and bm. Re-use deck and bm. steel. see SPLICE DETAIL.


24'-0" Roadway
2-N° 4 stir's. at ea. pile access hole (total 8).
"L" line
2-N° 8 x 2'-3" dowels at ea. pile access hole (total 8).
⅜" premolded expan. joint filler btwn. bms.
2-N° 11 x 25'-8" bars. top & batt.
4-16" oct. precast conc. piles.
3'-5"
3'-5"
2-N° 5 x 25'-8" bars.
2'-9"
3-pile spc's @ 6'-10" = 20'-6"
2'-9"
2"cl.
N° 4 stirrups & ties @ 12" max ctr's. btwn. piles and at ends.
2"cl.

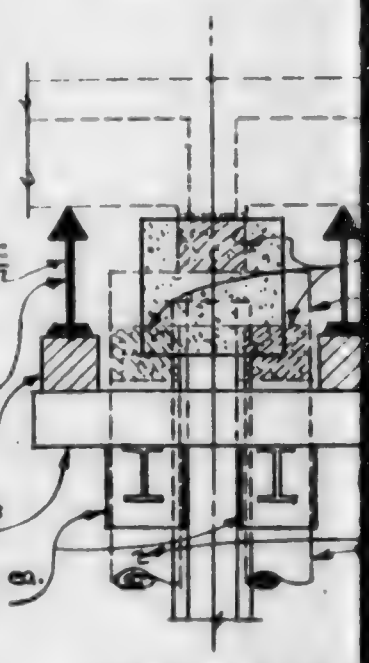
ELEVATION ~ BENT 5
Scale: ¼"=1'-0"



ACCESS HOLE REPA
Not to Scale

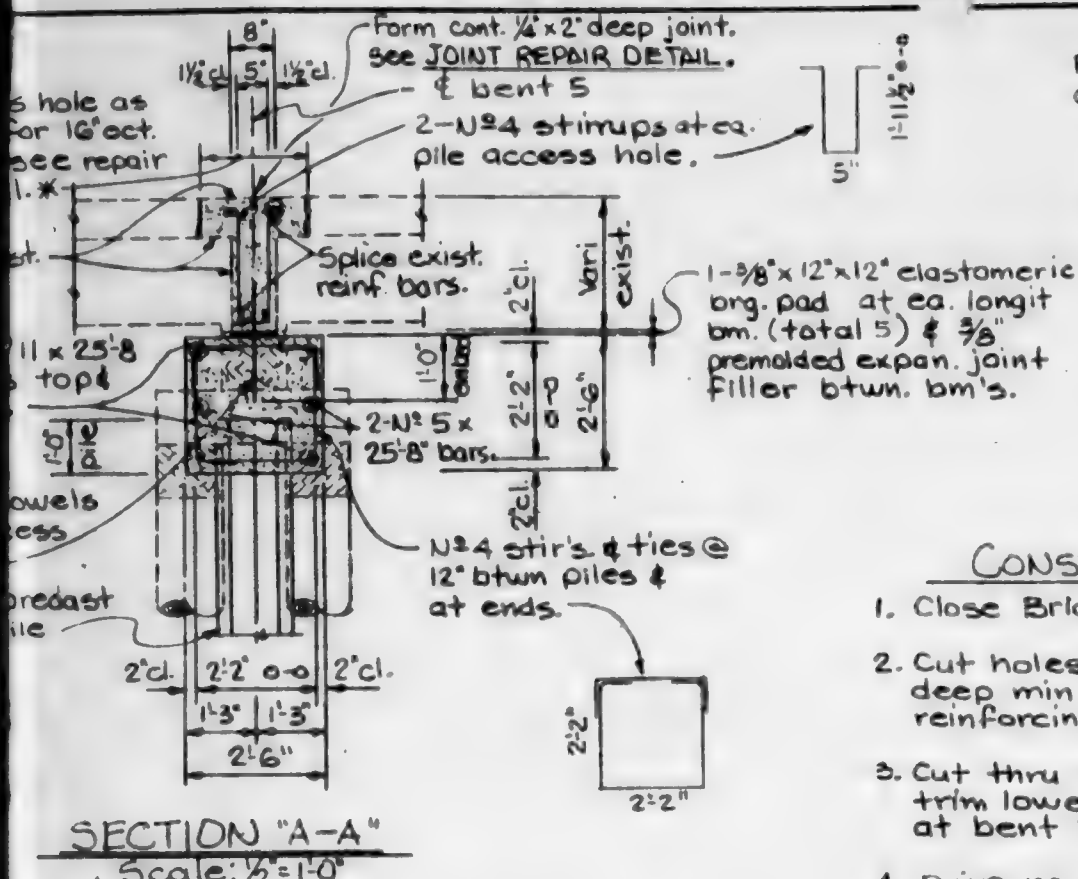

"L" line
B
B
Exist. timber caps.
Exist. timber corbel
BEAM REACTION: 13 Kips/ Jack
Jack under ea. longit. bm.
Temp. Cap bm.
Temp. corbel ea. side of exist. pile.
Temp. pile clamp on ea. exist. timber piles.
Remove exist. pile sheathing as req'd.
Exist. timber piles (typ.)

TEMPORARY SUPPORT ~ BENT 5
Scale: ¼"=1'-0"
(See CONSTRUCTION SEQUENCE)

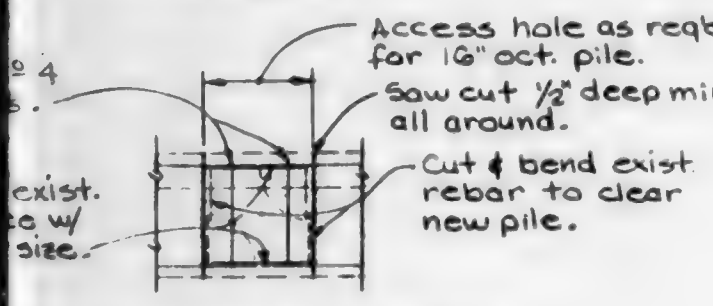


SECTION B-B
Scale: ½"=1'-0"

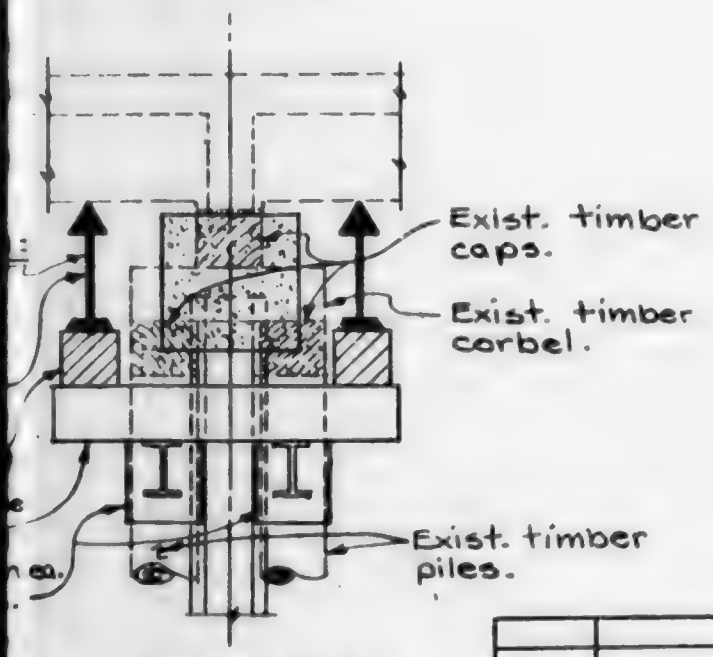
NOTE:
Temporary pile clamps be supplied by the Engine



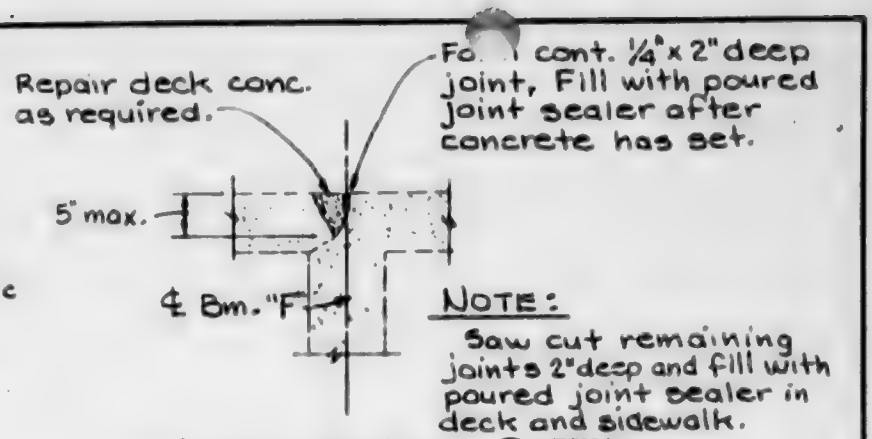
SECTION "A-A"
Scale: ½"=1'-0"



ACCESS HOLE REPAIR DETAIL
Not to Scale



SECTION B-B
Scale: ½"=1'-0"



NOTE: Saw cut remaining joints 2" deep and fill with poured joint sealer in deck and sidewalk.

JOINT REPAIR DETAIL
Scale: 1"=1'-0"

CONSTRUCTION SEQUENCE:

1. Close Bridge to Traffic.
2. Cut holes in deck at new pile locations (Saw cut ½" deep min. to outline holes). Cut and bend existing reinforcing bars (splice later).
3. Cut thru diaphragm beams and upper timber cap and trim lower timber caps to clear 16" octagonal piles at bent 5.
4. Drive new concrete piles at all bents.
5. Bents 1 thru 4 & 6 thru 8: Pour concrete caps and wing walls as shown. After concrete reaches design strength, jack structure to finish grade from new caps. Shim between timber cap and structure. Remove jacks and pour diaphragm beams. After diaphragm concrete reaches design strength remove existing timber bents to 1'-0" below stream bottom (cut existing dowel bars to bottom of concrete beams).
6. Bent 5: Remove timber sheathing as required to place pile clamps and temporary caps on existing timber piles. Jack structure to finish grade. Remove portion of existing piles and caps as required to pour new concrete cap and diaphragm. After concrete reaches design strength remove jacks and remainder of timber bent to 1'-0" below stream bottom.
7. Place backfill behind wingwalls.
8. Repair transverse deck joints as directed by the Engineer. Remove spalled concrete, patch joints. Saw cut remainder of joints 2" deep full width of roadway. Fill saw cut with poured joint sealer.
9. Open bridge to traffic.

NOTE: See dwg. № 40752 for JACKING SEQUENCE
Jacking details and sequence shall be approved by the Engineer prior to beginning work.

TE:
emporary pile clamps to supplied by the Engineer.

DATE	REVISION	BY

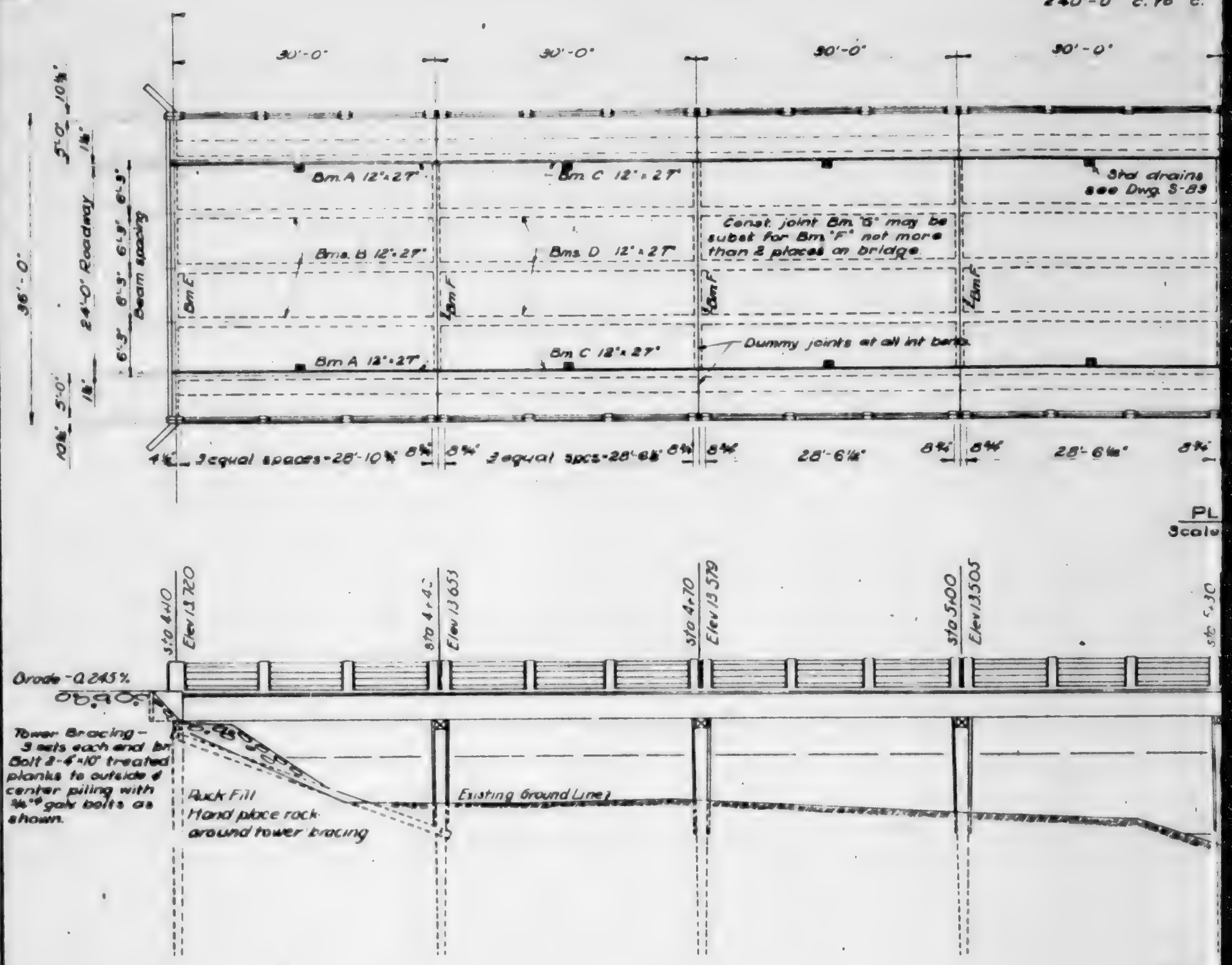
APPROVED
BRIDGE ENGINEER PE
PE NO.
DESIGNED Harold Rollins PE NO. 5246
T.A. OHREN
DRAWN M.E. HIROTA
CHECKED
REVIEWED PE NO.
REVIEWED

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

NECANICUM RIVER (AVE. "G" SEASIDE) BR.
SUBSTRUCTURE REPAIR

BENT 5 DETAILS

DATE MAY 1985 CALC. BOOK 2074 SHEET 3 OF 4
BRIDGE NO. 7525A DRAWING NO. 40754



GENERAL NOTES:

All materials and workmanship shall conform to the specifications of the Oregon State Highway Commission.

All concrete shall be class "A" mix and shall have a working strength of 3300 psi. in 28 days. (f_s = 1100 psi.)

All reinforcing steel shall be intermediate grade deformed bars placed 2" clear of nearest face of concrete unless shown otherwise. (f_s = 20,000 psi.)

Bridge designed for 2 lanes H 15-44 loading.

Elevations are given to finished grade at ℄ of roadway.

All bolts shall be ¾"ø galvanized machine bolts with square heads & nuts and fitted with standard malleable washers each end.

All timber and piling shall be creosote pressure treated.

240'-0" c. to c. end bents

30'-0" 30'-0" 30'-0" 30'-0" 30'-0"

27'

27'

7'

Std drains see Dwg. S-89

Const. joint Bm "G" may be subst for Bm "F" not more than 2 places on bridge

Bm F

Dummy joints at all int bents

Bm C

Bms. D

Bm C

8½" 8¼" 8¼" 28'-6½" 8¼" 8¼" 28'-6½" 8¼" 8¼" 28'-6½" 8¼" 8¼" 28'-6½" 8¼" 8¼" 28'-6½"

PLAN
Scale: ⅛"=1'-0"

Sta 4+70 Elev 13.579

Sta 5+00 Elev 13.505

Sta 5+30 Elev 13.431

Sta 5+60 Elev 13.357

Sta 5+90 Elev 13.283

High tide

Mean low tide

ELEVATION
Scale: ⅛" = 1'-0"

the specifications of the

have a working strength

de deformed bars placed
herwise. (f_s = 20,000 psi.)

f roadway.

with square heads & nuts and

e treated.

Approved:

Bridge Engineer

Asst State Highway Engineer

AVENU

N

SEASI

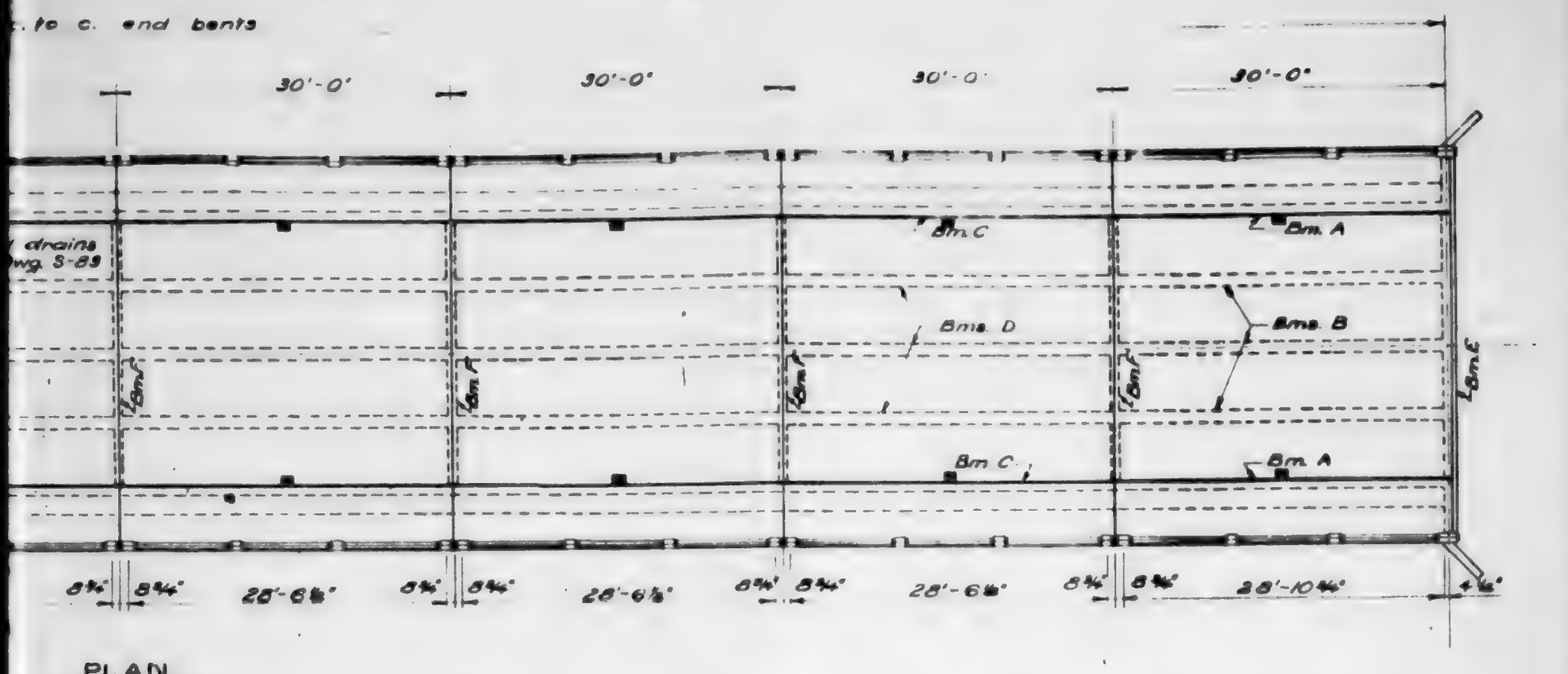
P

SCALE-NOTED

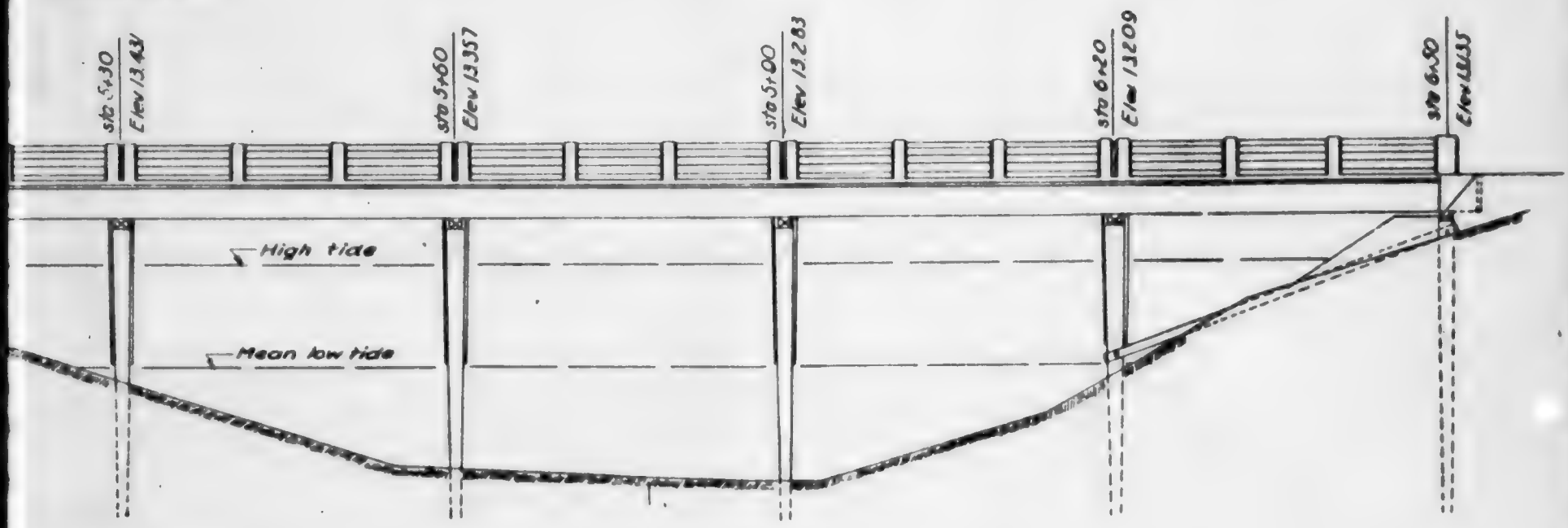
APRIL 22, 1952

CALC. BK. NO. 25

ACCOMPANIED



PLAN
Scale: ⅛" = 1'-0"



ELEVATION
Scale: ⅛" = 1'-0"

Approved:

Bridge Engineer

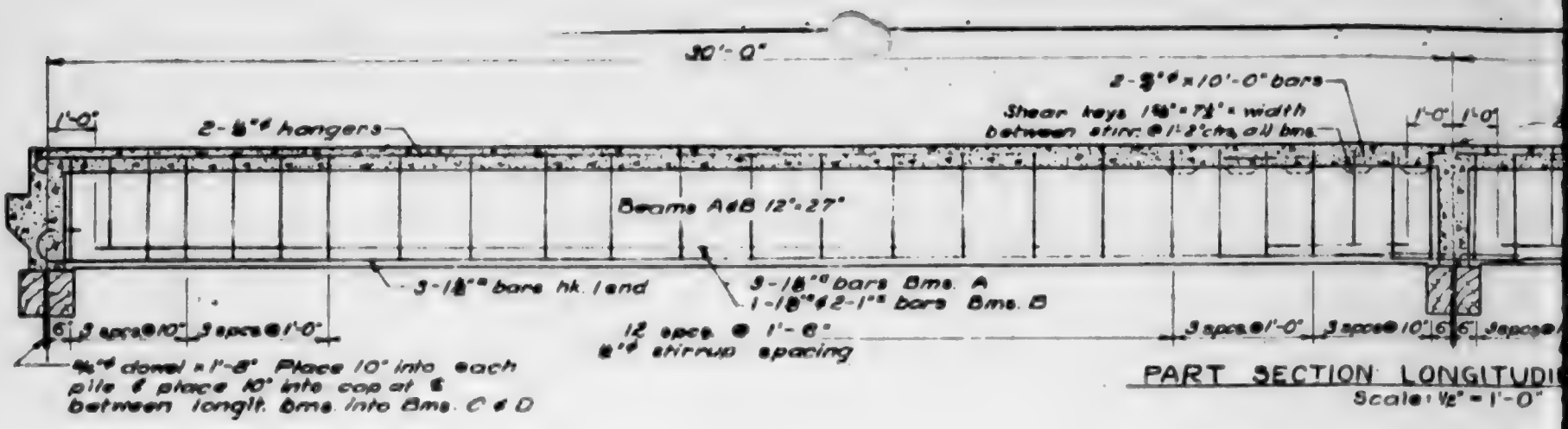
State Highway Engineer

OREGON
STATE HIGHWAY COMMISSION

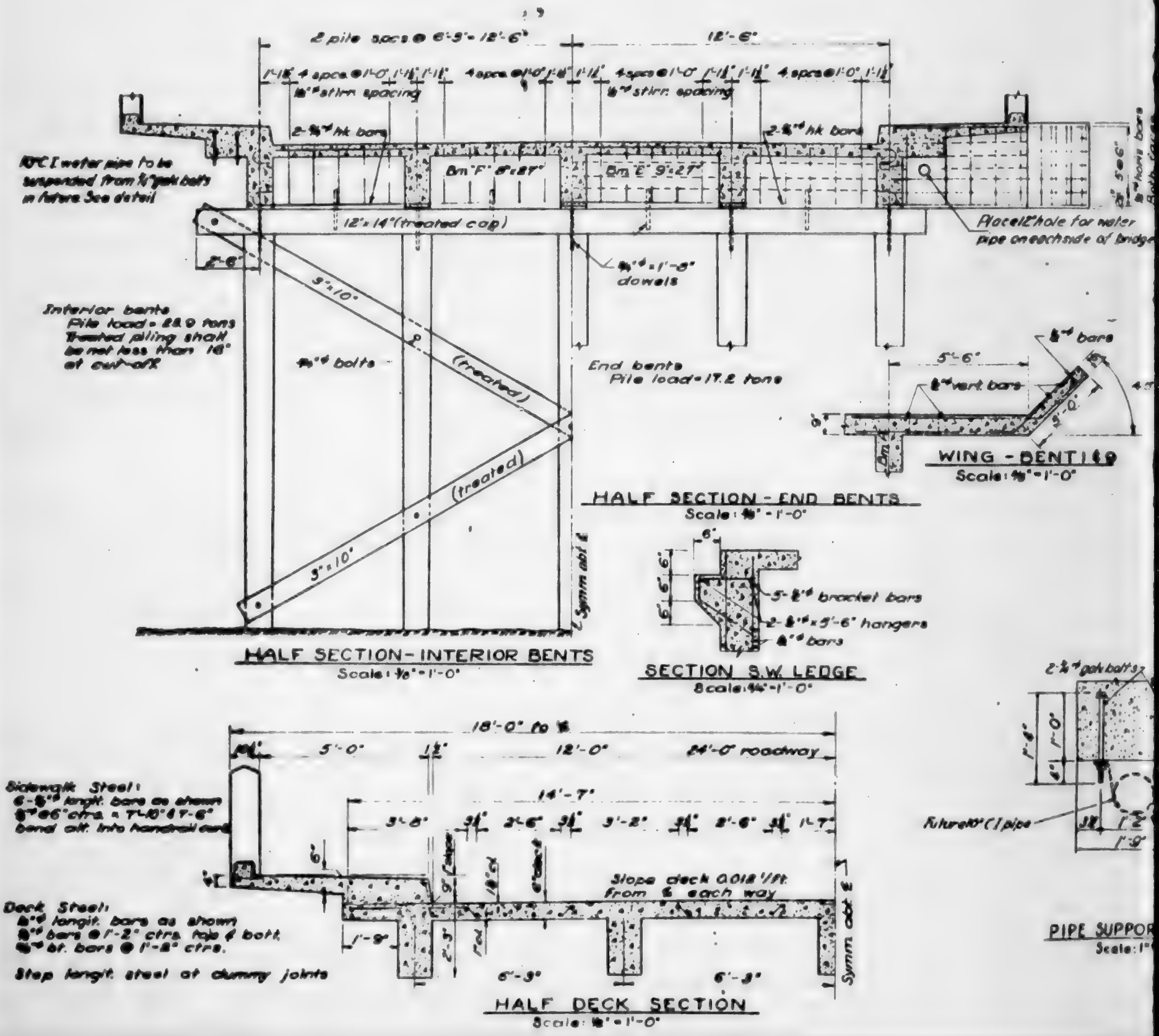
AVENUE "G" BRIDGE
OVER
NECANICUM RIVER
SEASIDE – CLATSOP COUNTY
PLAN AND ELEVATION

SCALE-NOTED	DRAWN BY S.H.H.	SHEET 1 OF 3
APRIL 22, 1952	TRACED BY D.L.K.	BRIDGE NO. 7525
CALC. BK. NO. 253	CHECKED BY D.L.K.	DRAWING NO. 10336

ACCOMPANIED BY DRWGS. 10337 & S-83


30'-0"
2-⅞"ϕ x 10'-0" bars
Shear keys 1⅛" x 7½" x width between stirr. @ 1'-2" ctrs. all bms.
1'-0"
1'-0"
2-⅝"ϕ hangers
Beams A & B 12" x 27"
3-1⅛"ϕ bars hk. 1 end
3-1⅛"ϕ bars Bms. A
1-1⅛"ϕ 2-1"ϕ bars Bms. B
6 3 spcs @ 10" 3 spcs @ 1'-0"
12 spcs @ 1'-6" ⅜"ϕ stirrup spacing
3 spcs @ 1'-0" 3 spcs @ 10" 6
¾"ϕ dowel x 1'-8" Place 10" into each pile & place 10" into cap at ℄ between longit. Bms. into Bms. C & D

PART SECTION LONGITUDI
Scale: ½" = 1'-0"


2 pile spcs @ 6'-9" = 12'-6"
12'-6"
1'-1½" 4 spcs @ 1'-0" 1'-1½" 1'-1½" 4 spcs @ 1'-0" 1'-1½" 1'-1½" 4 spcs @ 1'-0" 1'-1½" 1'-1½" 4 spcs @ 1'-0" 1'-1½"
18"ϕ stirr. spacing
18"ϕ stirr. spacing
2-¾"ϕ hk. bars
2-¾"ϕ hk. bars
10" C.I. water pipe to be suspended from ½" galv. bolts in future. See detail
Bm "F" 8" x 27"
Bm "E" 9" x 27"
12" x 14" (treated cap)
Place 12" hole for water pipe on each side of bridge
¾"ϕ x 1'-8" dowels
3" x 10"
Interior bents
Pile load = 22.0 tons
Treated piling shall be not less than 18" at cut-off
¾"ϕ bolts
(treated)
(treated)
3" x 10"
℄ Symm. about ℄
End bents
Pile load = 17.2 tons
⅝"ϕ bars
5'-6"
⅝"ϕ vert. bars
4'-0"
WING - BENT 1 & 9
Scale: ¾" = 1'-0"

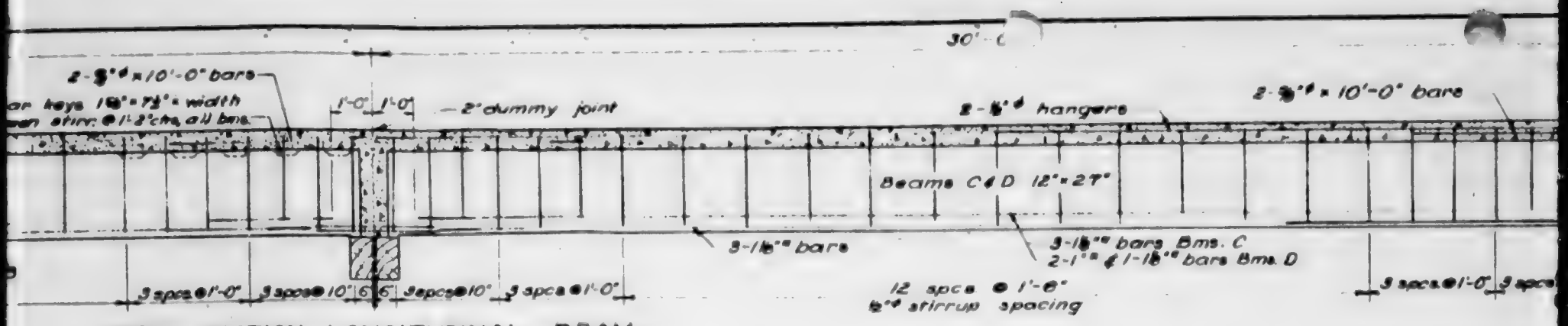
HALF SECTION - END BENTS
Scale: ¾" = 1'-0"

HALF SECTION - INTERIOR BENTS
Scale: ¾" = 1'-0"

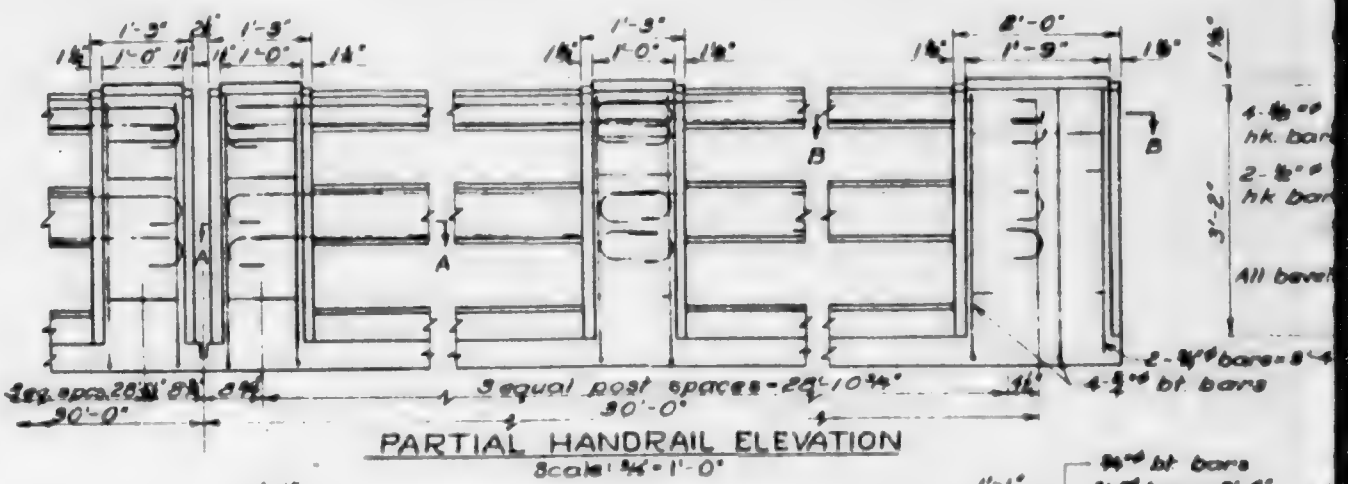
SECTION S.W. LEDGE
Scale: ¾" = 1'-0"

HALF DECK SECTION
Scale: ½" = 1'-0"

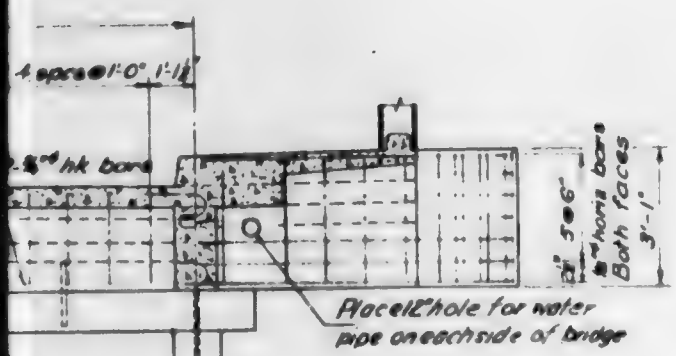
PIPE SUPPOR
Scale: 1"

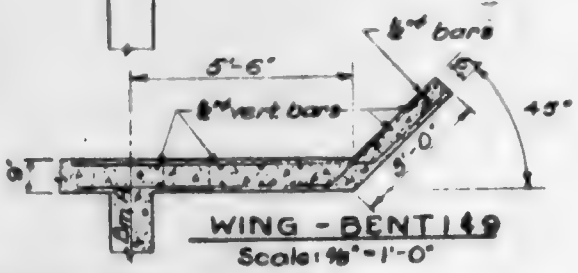


PART SECTION LONGITUDINAL BEAM
Scale: ½" = 1'-0"



PARTIAL HANDRAIL ELEVATION
Scale: ¾" = 1'-0"





WING - BENT 1 & 9
Scale: ⅜" = 1'-0"

END BENTS
1'-0"

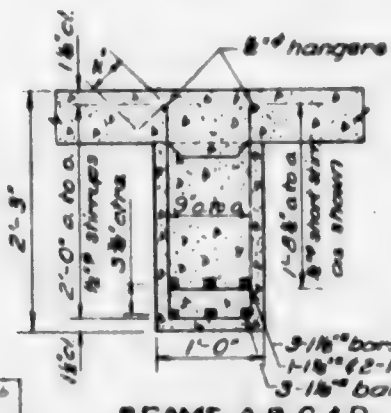
5-⅝"ϕ bracket bars
2-⅝"ϕ x 3'-6" hangers
⅝"ϕ bars

W. LEDGE
-1'-0"

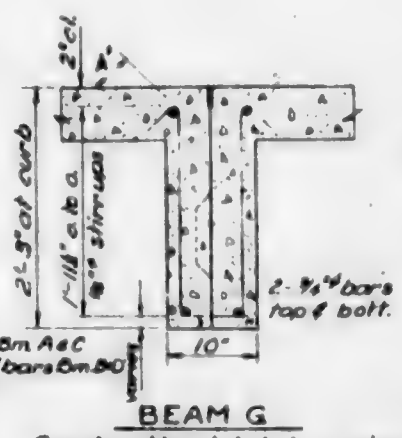
SECTION A-A
All single posts similar
Scale: 4½" = 1'-0"

Posts poured after pre-cast rail members are in place.

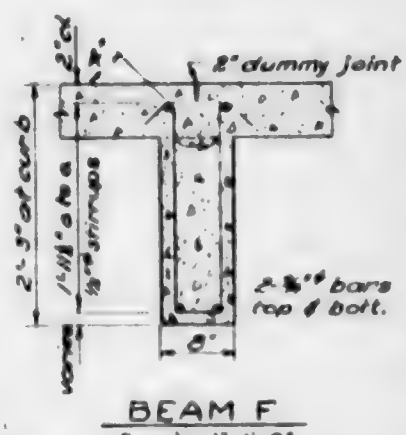
SECTION B-B
END POST
Scale: 4½" = 1'-0"



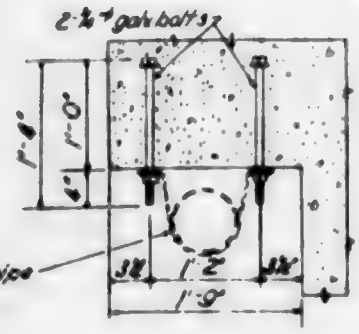
BEAMS A, B, C, & D
Scale: 1" = 1'-0"



BEAM G
Construction joint to replace Bm F not more than two places
Scale: 1" = 1'-0"



BEAM F
Scale: 1" = 1'-0"



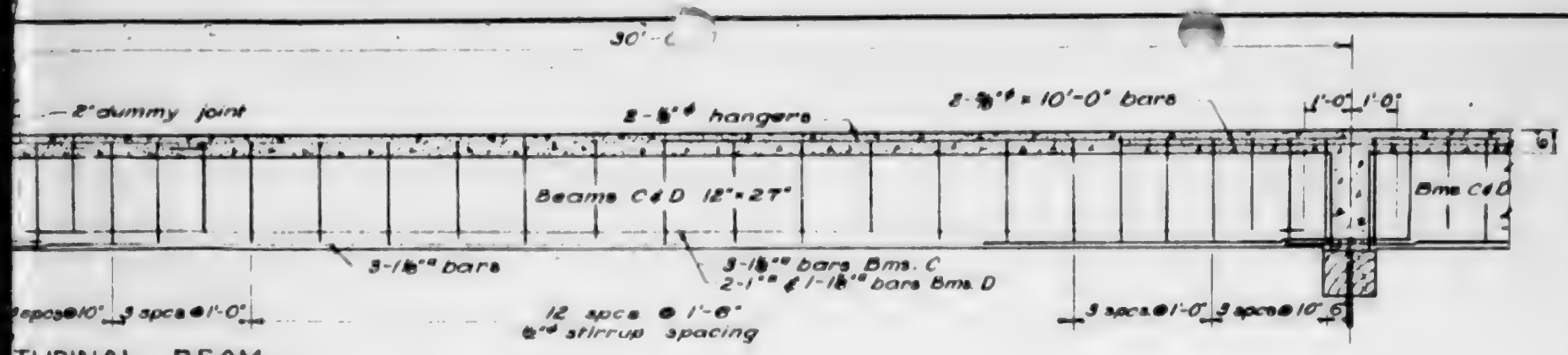
PIPE SUPPORT DETAILS
Scale: 1" = 1'-0"

Place 3'-0" from end bents & @ 7'-0" intervals both sides

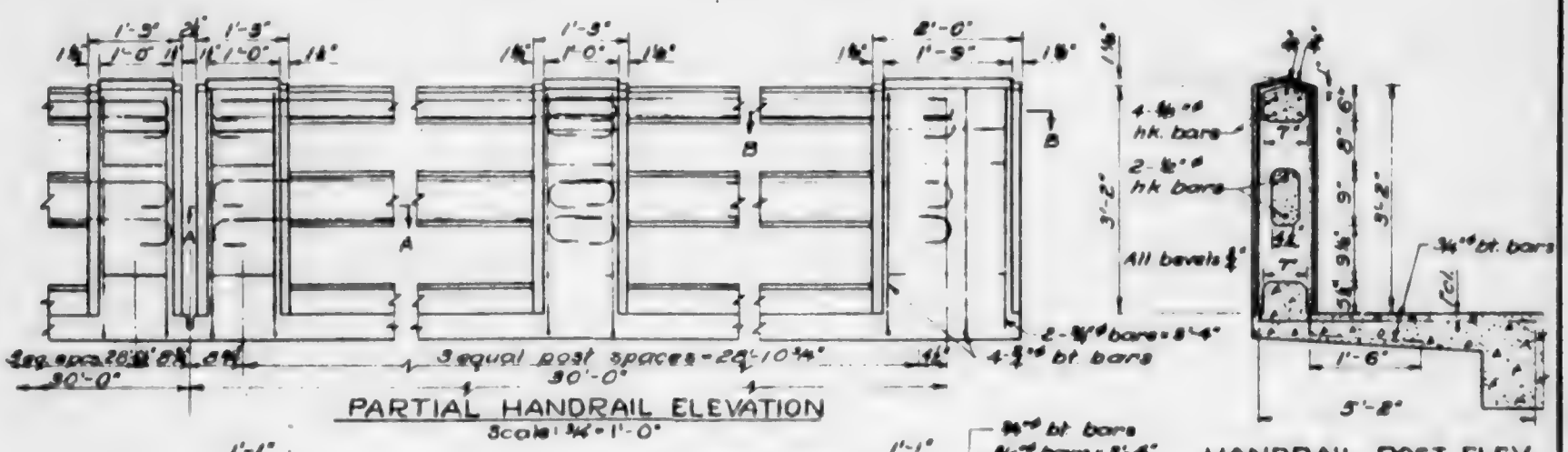
OREGO
STATE HIGHWAY
AVENUE "G
GENERAL

SCALE - NOTED
APRIL 22, 1932
DRAWN BY S
CHECKED BY
BRIDGE NO

Approved:
Bridge Engineer

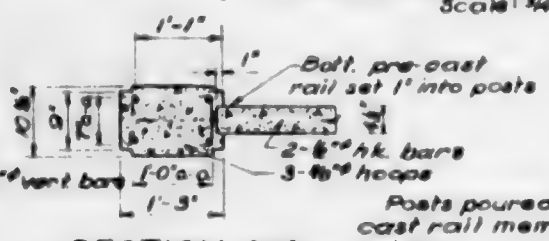


TUDINAL BEAM
1'-0"



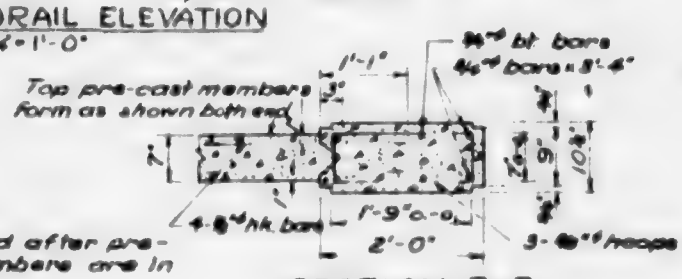
PARTIAL HANDRAIL ELEVATION
Scale: ¾" = 1'-0"

HANDRAIL POST ELEV.
Scale: ¾" = 1'-0"

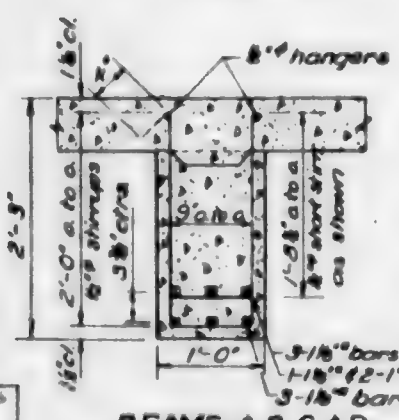


SECTION A-A
All single posts similiar
Scale: 4½" = 1'-0"

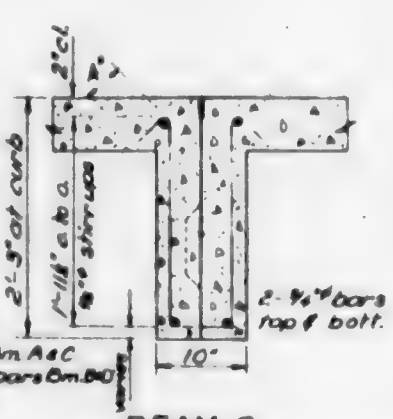
Posts poured after pre-cast rail members are in place.



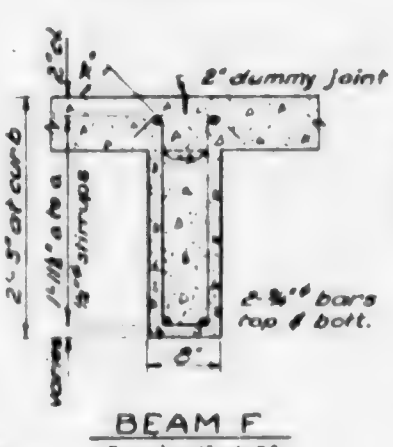
SECTION B-B
END POST
Scale: 4½" = 1'-0"



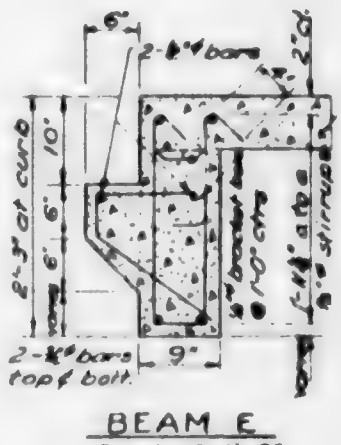
BEAMS A, B, C, & D
Scale: 1" = 1'-0"



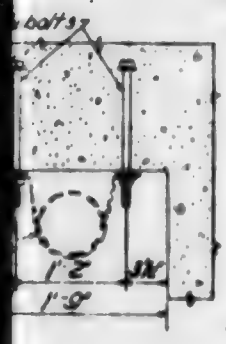
BEAM G
Construction joint to replace Bm F not more than two places
Scale: 1" = 1'-0"



BEAM F
Scale: 1" = 1'-0"



BEAM E
Scale: 1" = 1'-0"



Place 3'-0" from end bents @ 6'-0" intervals both sides

SUPPORT DETAILS
Scale: 1" = 1'-0"

Approved:

Bridge Engineer

OREGON
STATE HIGHWAY COMMISSION

AVENUE "G" BRIDGE
GENERAL DETAILS

SCALE - NOTED | DRAWN BY S.H.H. | TRACED BY D.L.K.
APRIL 22, 1932 | CHECKED BY D.L.K. | DRAWING NO. 10337
BRIDGE NO. 7525

September 3, 1985

PRO

Larry Lehman
City Manager
City of Seaside
851 Broadway
Seaside, OR 97138

Subject: Necanicum River (Avenue "G") Bridge
Project No. BRM-7457(2)
Clatsop County

On September 19, 1985 bids will be taken by the Highway Division on the subject project. This is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 8130 and our Local Government Agreement, the County is requested to deposit 65% of their share of the estimated construction cost as computed below:

Estimated Construction Cost	$200,000.00
Less Federal Funds (80%)	(160,000.00)
Less 1/2 Balance State Share	(20,000.00)
COUNTY'S SHARE	$ 20,000.00
65% of County's Share & Advance Deposit	$ 13,000.00

We will award the contract when we receive your advance deposit in the amount of $13,000 and DBE/WBE goals have been cleared. Please submit your deposit by September 19, 1985 so that the contract can be awarded expeditiously. You may use one of these options for payment described in the attachments.

Very truly yours,

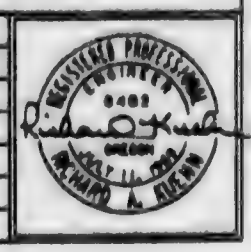
ck
Received
9-9-85
MKS

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:me
Attachment
bc: w/AD #85-102 Rick Sjolander, Region 2
V. E. Skoog - Please return AD #85-102 when advance deposit is received.
Gary Potter
Don Trout

10,129

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Detour Plan & Summary



Drg. Nos.
40752, 40753, 40754, 34031 } Bridge No. 7525A
10336, 10337 – Bridge No. 7525 (Info. Only)
S-1, S-12, 2126C } Temporary Protection And Direction Of Traffic

STATE OF O

DEPARTMENT OF TR

STATE HIGHWAY

PLANS FOR PROPOSED

BRIDGE RE

NECANICUM RIVER (SEA

CITY STREET (A

CLATSOP COU

SEPTEMBER

PROJECT BHM-7457(2)

Sketch M

Scale 0 800

Overall Length Of Project 0.04 Miles

NECANICUM RIVER (SEASIDE) BRIDGE SEC. CITY STREET (AVE "G") CLATSOP COUNTY				SHEET No. 1
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	BHM-7457(2)		

TE OF OREGON

OF TRANSPORTATION

IGHWAY DIVISION

FOR PROPOSED PROJECT

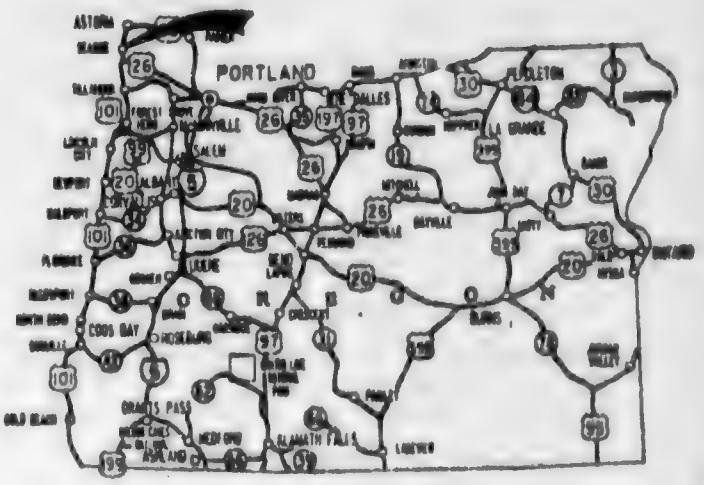
BRIDGE REPAIR

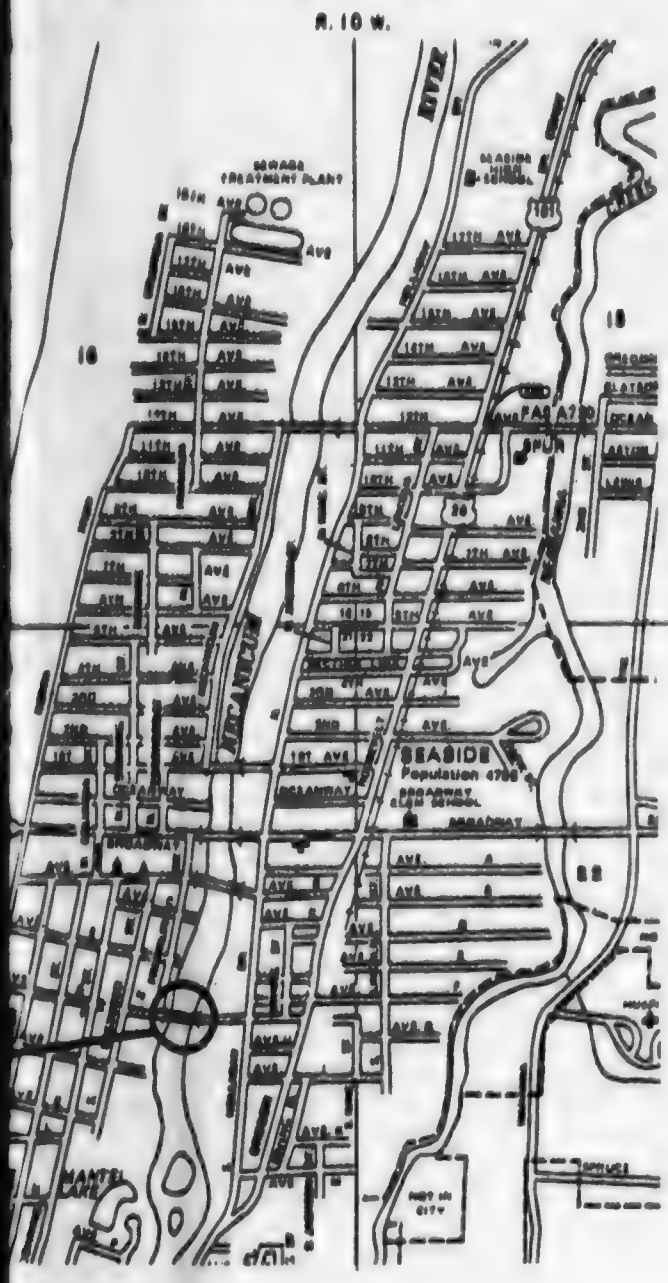
ER (SEASIDE) BRIDGE SEC.

STREET (AVE. "G")

CLATSOP COUNTY

SEPTEMBER, 1985





SEASIDE

N

Sketch Map
Scale 0 800 1600 Feet

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

REGISTERED PROFESSIONAL ENGINEER 4475 OREGON OCT. 30, 1970 H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER 3753 OREGON MAY 13, 1970 EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED G. K. Hansen — FIELD OPERATIONS ENGINEER — AUG 28 1985 — DATE

S U M M A R Y

ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES	
Mobilization	All	All		
Temporary Protection and Direction of Traffic	All	All		
Temporary Signs	Sq.Ft.	109		
Temporary Barricades	Each	4		
STRUCTURE				
Bridge Removal Work	All	All		
Structure Excavation	Cu.Yd.	25		
Special Wall Backfill	Cu.Yd.	10		
Furnish Pile Driving Equipment	All	All		
Furnish 16" Prestressed Concrete Piling	Lin.Ft.	1,260		
Drive Prestressed Concrete Piles	Lin.Ft.	715		
Structural Concrete, Class 4000	All	All		
Reinforcement	All	All		
Raise Existing Bridge	All	All		
Deck Joint Repair	All	All		

PACIFIC OCEAN

48 x 48

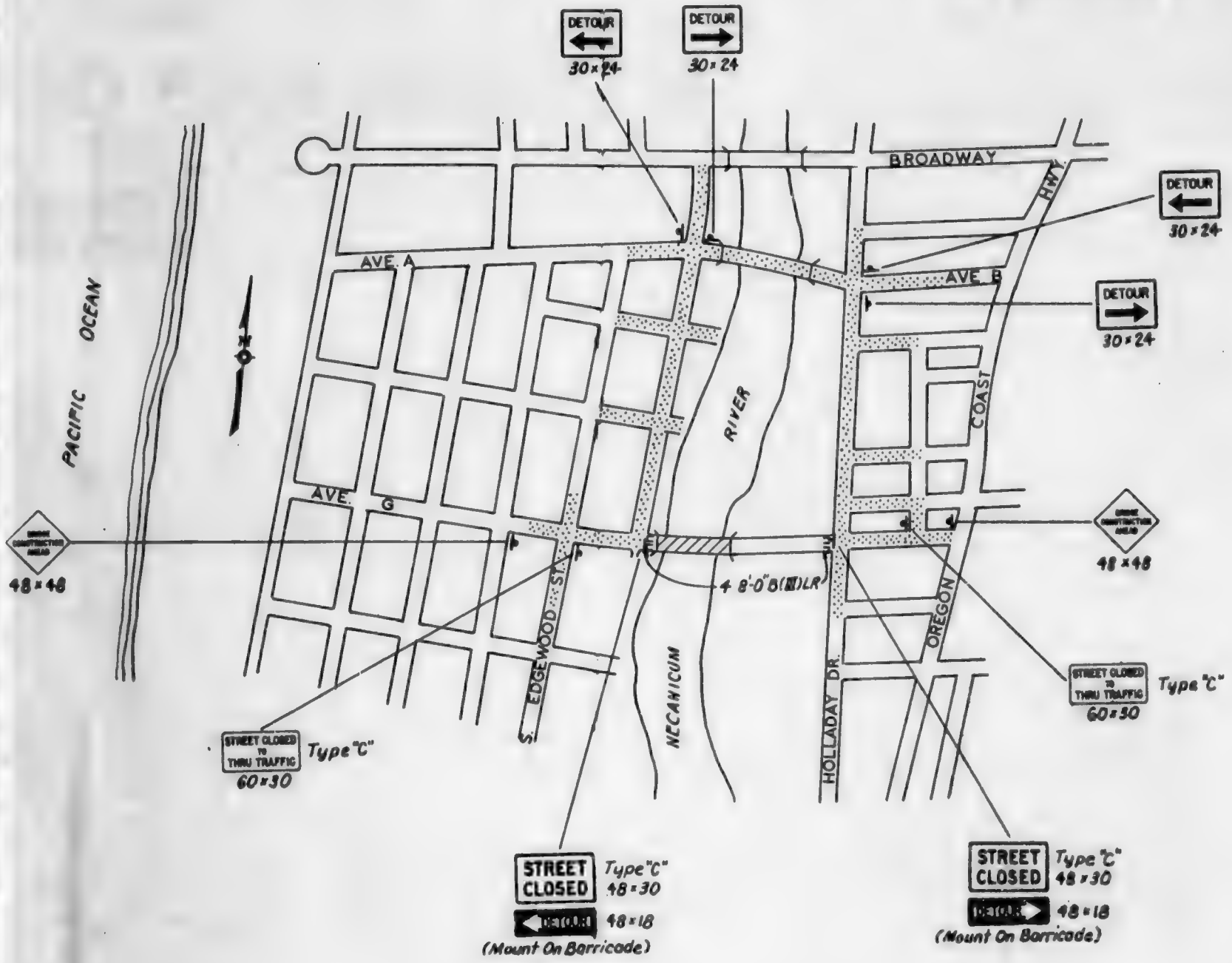
Anderson, Swan

FURA 41707

Accompanied By Drgs. 5 , -12 & 2126C

NECANICUM RIVER (SEASIDE) BRIDGE SEC. CITY STREET (AVE "G") CLATSOP COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	BHM-7457(2)		See Index

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC



UNDER TRAFFIC

UNDER CONSTRUCTION

All Signs To Be Type "D" Unless Noted Otherwise.
Signs Attached To Barricade Shall Be Mounted 7 Feet Above The Pvmt. On A 4"x4" Wood Post Which Is Securely Attached To The Barricade In A Manner Which Prevents Swaying.

Clatsop

Date: August 26, 1985 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: PS&E Authorization Request

I request authorization, in accordance with FHPM 6-4-1-6 paragraph 7a, to advertise the following for bids to be received on September 19, 1985. PS&E documents have been submitted to the Division Office for (A) and in addition I request authorization to proceed with actions necessary to advance the physical construction provided for by (B) in accordance with Oregon's approved Certification Acceptance Plan in the amounts shown.

(A)

FA Project No.	Section
*BRM-7457(2)	Necanicum River Bridge
F-20(15)	Umpqua Myrtle State Wayside Rockfall
IX-9300(10)	N.W. Glisan St.-N.W. Couch St. (Portland)

(B)

***BROS-0501(2)	Clatskanie River Br. (Clatskanie)	$248,000
BRS-A431(3)	Lone Tree Bridge	240,000
**RS-B379(2)	M.P. 57.0-John Day/Burns Hwy.	769,000

It has been determined that it is cost effective to do the PS&E listed non-bid items of work by "Force Account" and "Extra Work"; therefore, I also request authorization to proceed with these listed items.

Compliance with FHPM 6-4-1-16 has been met concerning material or product selection; the plans conform to FHPM 6-7-3-2 pertaining to floodplain data; the proposal contains a certification conforming to FHPM 6-4-1-1, in regard to non-segregated facilities; the special provisions contain the latest requirements for equal employment opportunity as per FHPM 6-4-1-2.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status report previously submitted. All right-of-way has been acquired in accordance with FHPM 6-4-2-1.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. The statement is supported by a previously submitted utility-railroad status report.

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statements covered in 23 CFR 771 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the project.

I certify that procedures promulgated in 36 CFR Part 800 have been pursued and that implementing the subject project will not affect any properties which are included or eligible for inclusion in the National Register of Historic Places. This statement is supported by a previously submitted cultural resources report.

*Note bridge replacement project had PS&E authorization and fund obligation on June 28, 1985.
**Note authorization to advertise for bids previously given for $720,000 total cost on May 15, 1985. Bids received were rejected.
***Contract will not be awarded until Coast Guard permit is received.

CPL:bkb
cc: Ted Litchfield

Oregon State Highway Division
Salem, Oregon August 5, 1985

Federal Aid Project No. BHM-7457(2)

Necanicum River (Seaside) Bridge Section
City Street ("G" Ave.)
Clatsop County

REVISED PS&E ESTIMATE

Type Code X021
Structure (Br. No. 07725)

Mobilization	Lump Sum	All	Lump Sum	$ 15,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	500.00
Temporary Signs	Sq. Ft.	109	8.00	872.00
Temporary Barricades	Each	4	70.00	280.00
STRUCTURE				
Bridge Removal Work	Lump Sum	All	Lump Sum	22,400.00
Structure Excavation	Cu. Yd.	25	50.00	1,250.00
Special Wall Backfill	Cu. Yd.	10	12.00	120.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	17,000.00
Furnish 16" Prestressed Concrete Piling	Lin. Ft.	1,260	16.50	20,790.00
Drive Prestressed Concrete Piles	Lin. Ft.	715	2.00	1,430.00
Structural Concrete, Class 4000 (108 CY @ $350)	Lump Sum	All	Lump Sum	37,800.00
Reinforcement (14,000 lbs. @ $1.00)	Lump Sum	All	Lump Sum	14,000.00
Raise Existing Bridge	Lump Sum	All	Lump Sum	30,000.00
Deck Joint Repair	Lump Sum	All	Lump Sum	5,700.00
				$ 167,142.00
ANTICIPATED ITEMS				
EEO/Labor Compliance Monitoring		(0.5%)	All Required	$ 835.71
				835.71
			SUBTOTAL	167,977.71
			Engineering	22,676.29
			TOTAL	$ 190,654.00

Length of Project ---------- 0.039 mi.

RETAIN IN RESERVE

Remove Conflicting Piling	All Required	$ 4,000.00
Preboring or Spudding Thry Riprap	All Required	4,500.00
	SUBTOTAL	$ 8,500.00
	Engineering	1,147.00
	TOTAL	$ 9,647.00

SUMMARY OF FUNDS (80%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	CITY FUNDS
Structure	$190,654.00	$152,523.00	$38,131.00
Reserve	9,647.00	7,717.00	1,930.00
TOTAL	$200,301.00	$160,240.00	$40,061.00

Group 1 100%
Contract No.
Prefix: C304-1961
Prefix:

Appn Code: 114

DDB:bkb CPL:pf

15,127

Section Necanicum Riv. (Seaside) Bridge Programming Estimate $ 637,100.00

Highway City Street - Avenue "G" Project Length 0.04 miles

County Clatsop Completion Time Fixed Date

Kind of Work Bridge Repair Est. Comp. Date 4/15/86 ~~12/15/85~~

Prefix C304-1961 Letting Date ~~July 23, 1985~~ Sept. 19, 1985 Project No. BHM-7457(2)

REVISED 7/29/85

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 167,142.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x _____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Remove Conflicting Pavings	4,000.00	
ESO Labor Compliance Monitoring	835.60	
Protection of Splicing thru Riprap	4,500.00	
Adjust Utilities:		
		$ 9,335.60

Subtotal		~~167,142.00~~ 176,477.60
Contingencies (4-1/2%)		~~7,521.39~~ 7,941.50
Engineering (8, (9,) 10%)		~~15,042.78~~ 15,882.90
Subtotal		200,302.20
Credit for _____		
Estimated Net Authorization, Construction		~~189,706.17~~ 200,302.20

APPROVED

Road Design Engineer

7/31/85
8:40 JP

Rev. 11/81

SUMMARY–BID SCHEDULE–COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	COUNTY	SHEET OF
Necanicum River (Seaside) Bridge	CLATSOP	1 1

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Bridge Repair		0.04 mi.	6/11/85	Bricher

COST ANALYSIS UNIT: 6/17/85 MLW (ITEM)

THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING: 7/25/85 ~~8/1/85~~

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1	Mobilization		All	All		15,000 00 ~~10,000 00~~
2	Temporary Protection and Direction of Traffic		All	All	-	500 -
3	Temporary Signs		Sq. Ft.	109	8 -	872 -
4	Temporary Barricades		Each	4	70 -	280 -
	STRUCTURE					
5	Bridge Removal Work		All	All	-	22,400 - ~~8,000 -~~
	~~Shoring, Cribbing, etc.~~		~~All~~	~~All~~		
6	Structure Excavation		Cu. Yd.	25	50 -	1,250 -
7	Special Wall Backfill		Cu. Yd.	10	12 -	120 -
8	Furnish Pile Driving Equipment		All	All	-	17,000 -
9	Furnish 16" Prestressed Concrete Piling		Lin. Ft.	1,260 ~~1,092~~	16 50	20,790 - ~~18,018~~
10	Drive Prestressed Concrete Piles		Lin. Ft.	715 ~~750~~	2 00 ~~4 -~~	1,430 - ~~3,000~~
11	Structural Concrete, Class 4000 (108 ~~160~~ c.y. @ $350)		All	All	-	37,800 - ~~35,000 -~~
12	Reinforcement (14,000 lbs. @ $~~0.42~~ 1.00)		All	All	-	14,000 - ~~5,880 -~~
13	Raise Existing Bridge		All	All	-	30,000 - ~~4,000 -~~
14	Deck Joint Repair		All	All	-	5,700 - ~~2,000 -~~
						* ✓ 167,142 00
						† ~~105,920 00~~

10-129

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 2004

County Clatsop

Attention: Right-of-Way Section

Subject: Federal Aid Project No. BRM-7457(1) Prefix 304-1961

Project Name Neconicum River (Seaside) Br.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

RECEIVED
Region 2 Right of Way
JUN 26 1985
☐ SA ☐ PM ☐ RA ☐ F ☐ SE ☐ RS

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Seaside, Oregon, this 1st day of July, 1985

City of SEASIDE, OREGON

Joyce C. Williams
Mayor

Estelle O'Connor
City Recorder

Certified By: Douglas J. Smith
Regional Right-of-Way Supervisor

Date 7-9-85

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/81

10. /jc 14

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BHM-7457(2)
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Clatsop

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO: 40223

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
June 28, 1985	FAU 7457	City Street

10. GENERAL LOCATION:

Necanicum River (Seaside) Bridge # 07525-000-00001

11. GENERAL DESCRIPTION OF WORK

Rehabilitate Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [x] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6-27-85 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $189,706; Federal Funds $151,764.

RECEIVED
STATE HWY ENGR
JUL 5 '85
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Ret | File

Orig. to 15

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6-28-85	S. K. Hoesner	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,129 CON

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: June 27, 1985

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening September 19, 1985

Federal-aid Project No. BHM-7457(2) Highway No. 2004

Federal-aid Project Name Necanicum R. (Seaside) Br.

County Clatsop

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right-of-way and relocation for this project:

[X] No additional right-of-way was acquired. Construction can be accomplished within the existing right-of-way.

[ ] Right-of-way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right-of-way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

RH:jh

cc: Duane Christensen
Leon Brock
Don Aman

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
JUN 27 1985
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

81-125-1367

Clatsop

Date: June 27, 1985 PRO

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: PS&E Authorization Request

I request PS&E authorization prior to June 30, 1985 for the following listed projects. PS&E documents have been submitted to the Division office for: (A) an in addition I request for authorization to proceed with actions necessary to advance the physical construction provided for by; (B) in accordance with Oregon's approved Certification Acceptance Plan in the amounts shown.

(A)

FA Project No.	Section
BRF-50(7)	Coquille River Bridge Section
BRF-2-2(27)	Coalbank Slough Bridge Section
BRM-9022(12)	Audubon Society Bldg.-Tunnel #1
BRM-7457(2)	√ Necanicum River (Seaside) Bridge
BRF-7d(10)	Marquam Creek Bridge

(B)

BRS-114(9)	Green Creek Bridge	$200,000
BRS-189(2)	Cold Springs Creek Bridge	500,000
BRS-8314(1)	N. Fk. Sprague River Bridge	175,000
BROS-0600(7)	Myrtle Cr. (Brayden) Bridge	215,000
BROS-2300(14)	Willow Cr. (Thomaselio Rd.) Bridge	150,000
BROS-2300(13)	Willow Cr. (Robertson) Bridge	150,000
BROS-2400(14)	Pudding River (119th Ave.) Bridge	95,000
BRS-A431(3)	Line Tree Bridge	250,000

It has been determined that it is cost effective to do the PS&E listed non-bid items of work by "Force Account" and "Extra Work"; therefore, I also request authorization to proceed with these listed items.

Compliance with FHPM 6-4-1-16 has been met concerning material or product selection; the plans conform to FHPM 6-7-3-2 pertaining to floodplain data; the proposal contains a certification conforming to FHPM 6-4-1-1, in regard to non-segregated facilities; the special provisions contain the latest requirements for equal employment opportunity as per FHPM 6-4-1-2.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status report previously submitted. All right-of-way has been acquired in accordance with FHPM 6-4-2-1.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. The statement is supported by a previously submitted utility-railroad status report.

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental mitigating requirements have been incorporated in the design and specifications of the project.

I certify that procedures promulgated in 36 CFR Part 800 have been pursued and that implementing the subject project will not affect any properties which are included or eligible for inclusion in the National Register of Historic Places. This statement is supported by a previously submitted cultural resources report.

CPL:bkb
cc: Ted Litchfield

10/20

Section NEGAUNEE-ISH RIV SEAGLE BRIDGE Programmi Estimate $ 637,100.00

Highway CITY STREET - AVENUE "6" Project Length 0.04 MILES

County CLATSOP Completion Time FIXED DATE

Kind of Work BRIDGE REPAIR Est. Comp. Date 12/15/85

Prefix C304-1961 Letting Date JULY 25, 1985 Project No. BHM-7457(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 167,142.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
_____		
_____		
_____		
_____		
_____		
Adjust Utilities:		
_____		
_____		
		$ _____
Subtotal		$ 167,142.00
Contingencies (4-1/2%)		7,521.39
Engineering (8, (9,) 10%)		15,042.78
Subtotal		$ _____
Credit for _____		_____
Estimated Net Authorization, Construction		$ 189,706.17

APPROVED

6/21/85
3:35 gb

Road Design Engineer

Rev. 11/81

SUMMARY–BID SCHEDULE–COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	COUNTY	SHEET OF
Necanicum River (Seaside) Bridge	CLATSOP	1 1

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Bridge Repair		0.04 mi.	6/11/85	Bricher

COST ANALYSIS UNIT: ~~6+T185 M&W~~ ITEM

THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING: 7/25/85

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1	Mobilization		All	All		15,000 00 ~~10,000~~
2	Temporary Protection and Direction of Traffic		All	All	-	500 -
3	Temporary Signs		Sq. Ft.	109	8 -	872 -
4	Temporary Barricades		Each	4	70 -	280 -
	STRUCTURE					
5	Bridge Removal Work		All	All	-	22,400 - ~~8,000~~
	~~Shoring, Cribbing, Etc.~~		~~All~~	~~All~~		
6	Structure Excavation		Cu. Yd.	25	50 -	1,250 -
7	Special Wall Backfill		Cu. Yd.	10	12 -	120 -
8	Furnish Pile Driving Equipment		All	All	-	17,000 -
9	Furnish 16" Prestressed Concrete Piling		Lin. Ft.	1,260 ~~1,092~~	16 50	20,790 - ~~18,018~~
10	Drive Prestressed Concrete Piles		Lin. Ft.	715 ~~750~~	2 00 ~~4~~ -	1,430 - ~~3,000~~
11	Structural Concrete, Class 4000 (~~100~~ 108 C.Y. @ $350)		All	All	-	37,800 - ~~35,000~~
12	Reinforcement (14,000 lbs. @ $~~.42~~ 1 00)		All	All	-	14,000 - ~~5,880~~ -
13	Raise Existing Bridge		All	All	-	30,000 - ~~4,000~~ -
14	Deck Joint Repair		All	All	-	5,700 - ~~2,000~~ -
						* 167,142 00
						~~105,917~~

COR-19-1
Necanicum R.
File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
ROAD DESIGN SECTION

In Reply Refer to
File No.:
DES 16

June 20, 1985

Will Beidler
Waterway Permit Coordinator
Environmental Management Section
Dept. of Fish & Wildlife
506 SW Mill Street
Portland, OR 97201

RE: Necanicum River (Seaside) Bridge Section
Ave. "G"
Clatsop County

Enclosed is a set of plans for the Necanicum River (Seaside) Bridge which will replace an existing bridge. There is less than 50 cubic yards of excavation required to construct the pile caps at each end of the bridge. Therefore, the Highway Division has not made a permit application to the Division of State Lands.

We would appreciate your review of these plans and provision of any conditions you find appropriate.

Our Division is hoping for an early contract letting for this bridge, therefore, your attention to this matter would be greatly appreciated.

After you have had a few days to review these plans, I will call you for your comments.

Duane O. Christensen
Road Design Engineer

By

John R. Marks
Final Project Coordinator

JRM:as

Attachments

cc: Warren Knispel w/att
District Biologist, ODFW
619 Beerman Creek Rd.
Seaside, OR 97138

Form 734-3122

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Detour Plan & Summary

REGISTERED PROFESSIONAL ENGINEER 6482 OREGON JULY 11, 1980 RICHARD A. KUEHN

Drg Nos.
40752, 40753, 40754, 34031 } Bridge No 7525A
10336, 10337 – Bridge No 7525 (Info Only)
S-1, S-12, 2126C } Temporary Protection And Direction Of Traffic

STATE OF OR

DEPARTMENT OF TRA

STATE HIGHWAY D

PLANS FOR PROPOSED P

BRIDGE REPA

NECANICUM RIVER (SEAS

CITY STREET ("G"

CLATSOP COUNTY

JULY, 1985

PROJECT BHM-7457(1)

Sketch Map

Scale 0 800 1600 Fe

Overall Length Of Project 0.04 Miles

NECANICUM RIVER (SEASIDE) BRIDGE SEC. CITY STREET ("G" AVE.) CLATSOP COUNTY				SHEET NO.
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	BHM-7457(1)		

ATE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

ANS FOR PROPOSED PROJECT

BRIDGE REPAIR

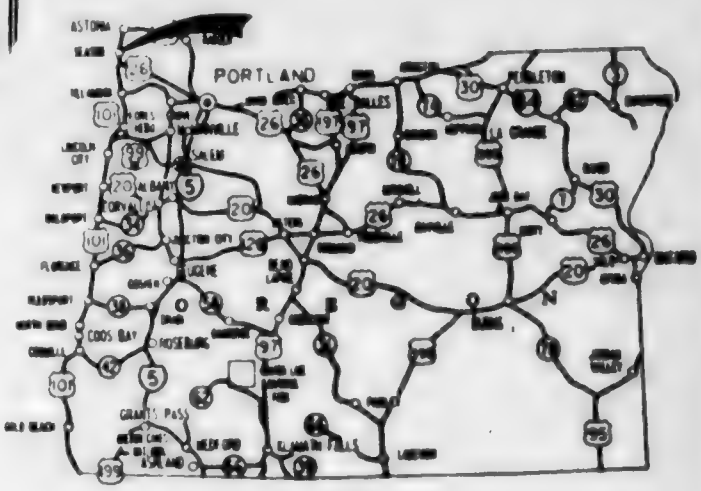
VER (SEASIDE) BRIDGE SEC.

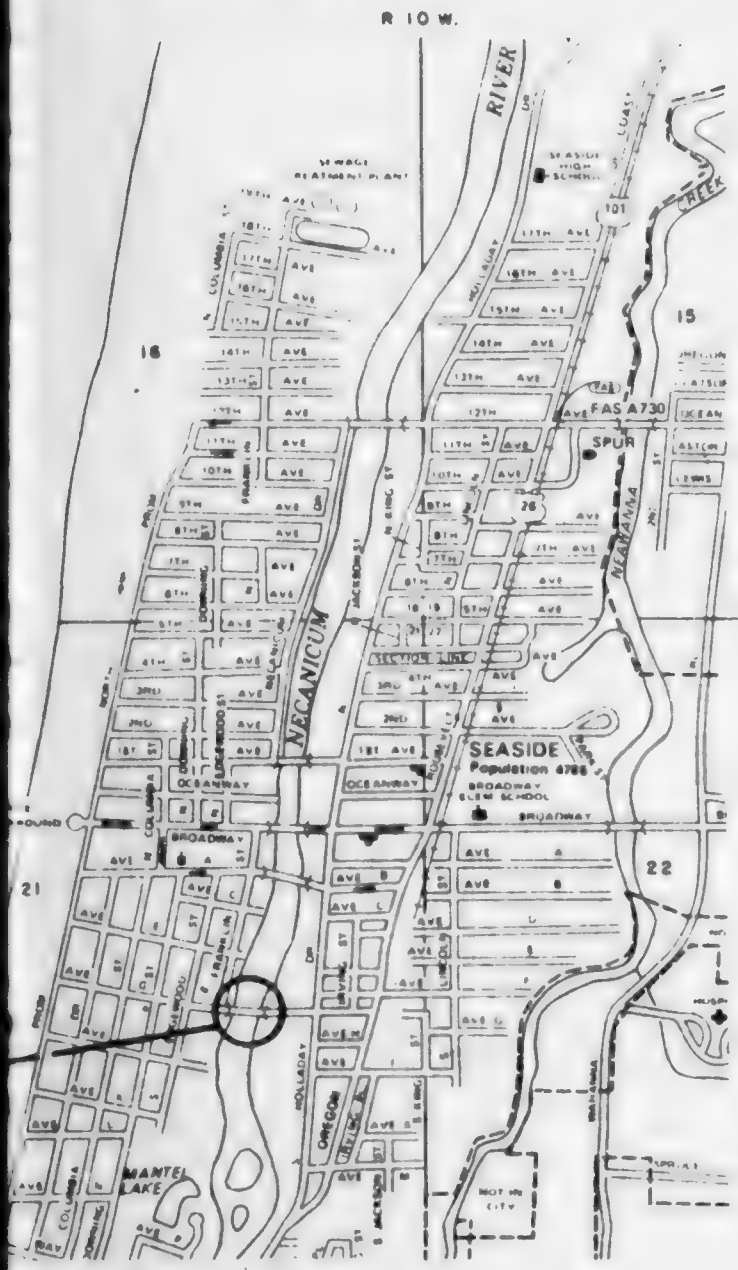
Y STREET ("G" AVE.)

CLATSOP COUNTY

JULY, 1985

PRELIMINARY COPY
JUN 19 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT





Sketch Map
Scale 0 800 1600 Feet

SEASIDE

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

REGISTERED PROFESSIONAL ENGINEER — OREGON — H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER — OREGON — E. S. HUNTER

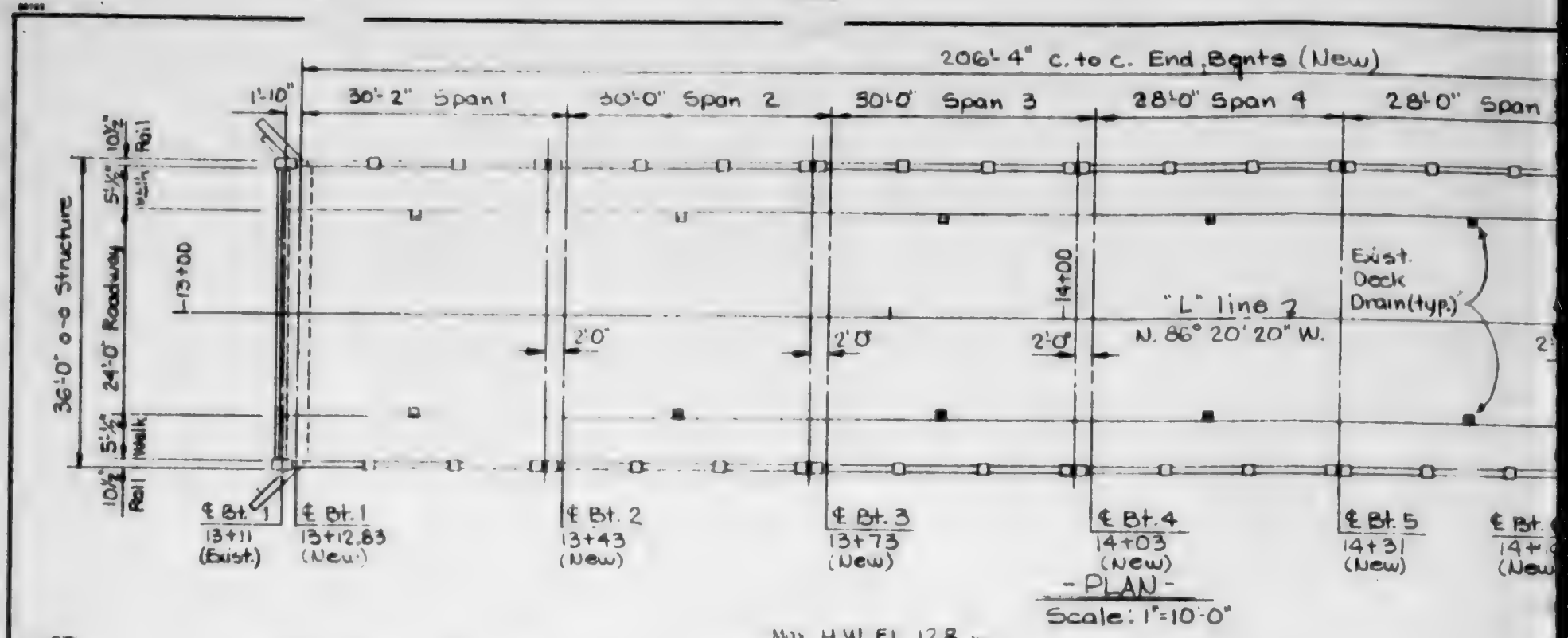
H. S. Coulter — STATE HIGHWAY ENGINEER

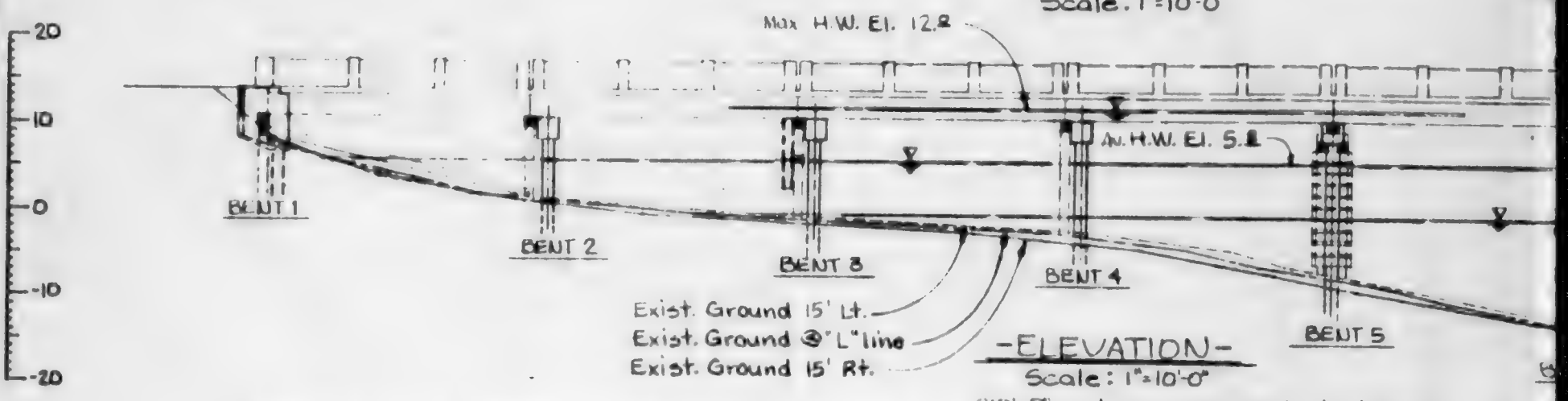
E. S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

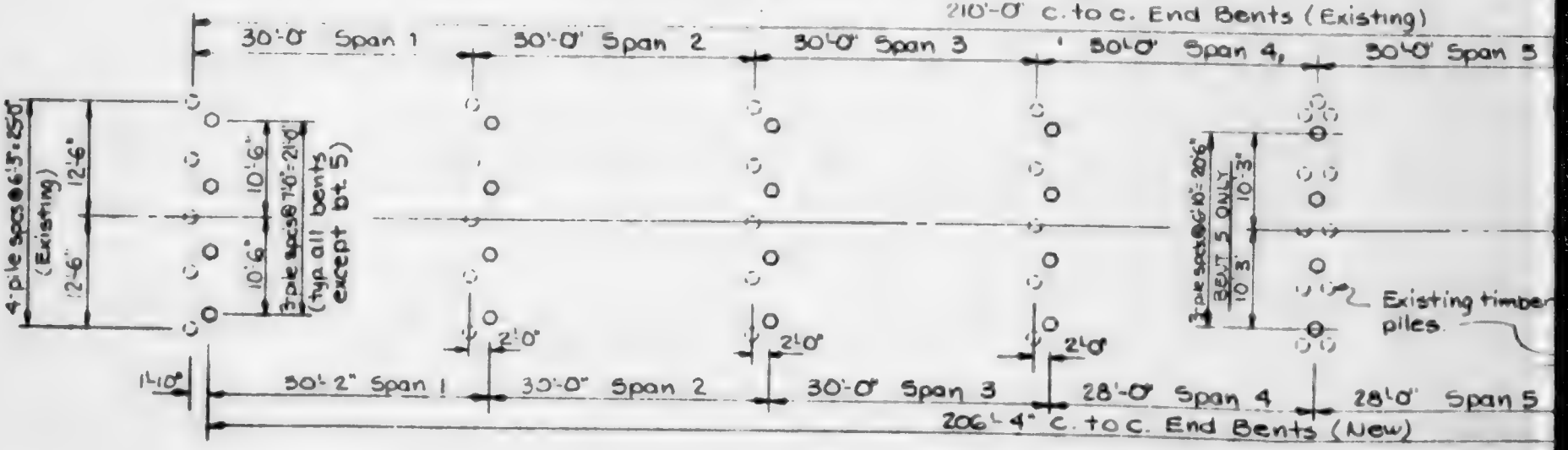
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER — DATE

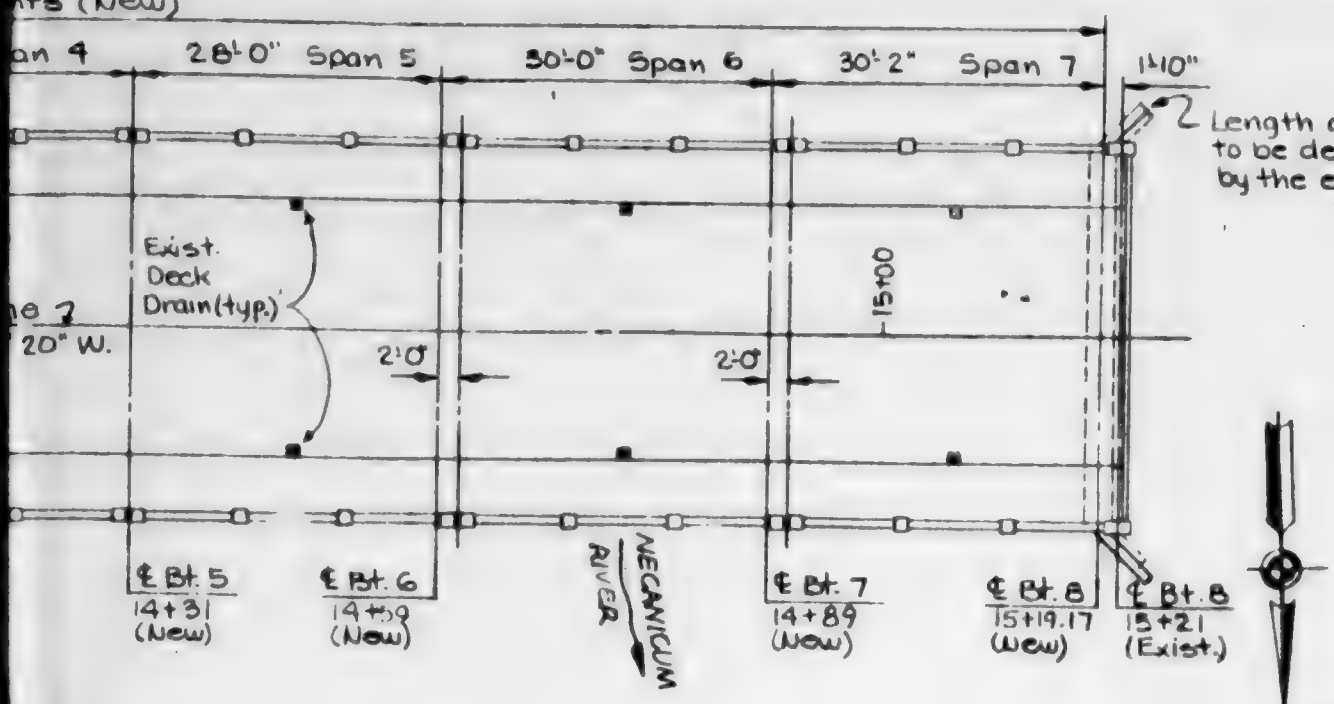

206'-4" c. to c. End Bents (New)
1'-10"
30'-2" Span 1
30'-0" Span 2
30'-0" Span 3
28'-0" Span 4
28'-0" Span
36'-0" o-o Structure
10½" Rail
5'-½"
24'-0" Roadway
5'-½"
Walk
10½" Rail
1+13.00
14+00
2'-0"
"L" line
N. 86° 20' 20" W.
Exist. Deck Drain (typ.)
℄ Bt. 1
13+11
(Exist.)
℄ Bt. 1
13+12.83
(New)
℄ Bt. 2
13+43
(New)
℄ Bt. 3
13+73
(New)
℄ Bt. 4
14+03
(New)
℄ Bt. 5
14+31
(New)
- PLAN -
Scale: 1"=10'-0"

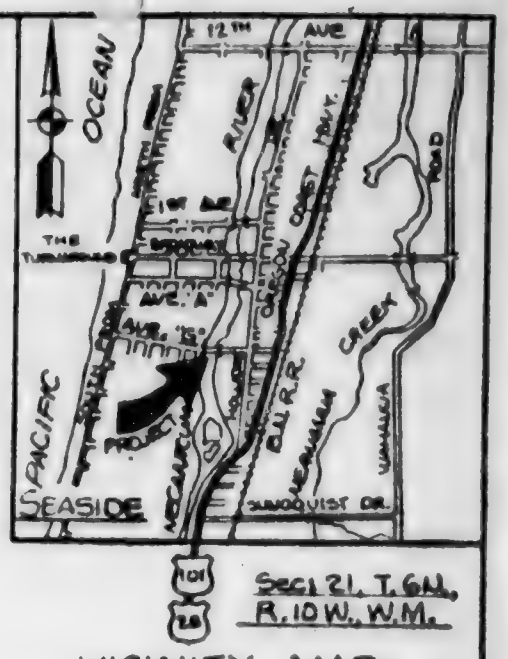

20
10
0
-10
-20
Max H.W. El. 12.8
N.H.W. El. 5.1
BENT 1
BENT 2
BENT 3
BENT 4
BENT 5
Exist. Ground 15' Lt.
Exist. Ground @ "L" line
Exist. Ground 15' Rt.
- ELEVATION -
Scale: 1"=10'-0"


210'-0" c. to c. End Bents (Existing)
30'-0" Span 1
30'-0" Span 2
30'-0" Span 3
30'-0" Span 4
30'-0" Span 5
4 pile bents @ 6'-3"=25'-0"
(Existing)
12'-6"
12'-6"
10'-6"
10'-6"
3 pile bents @ 7'-0"=21'-0"
(typ. all bents except bt. 5)
2'-0"
BENT 5 ONLY
3 pile bents @ 10'-2 1/16"
10'-3"
10'-3"
Existing timber piles
14'-10"
30'-2" Span 1
30'-0" Span 2
30'-0" Span 3
28'-0" Span 4
28'-0" Span 5
206'-4" c. to c. End Bents (New)
PILE LAYOUT
Scale: 1"=10'-0"

DATE

nts (New)

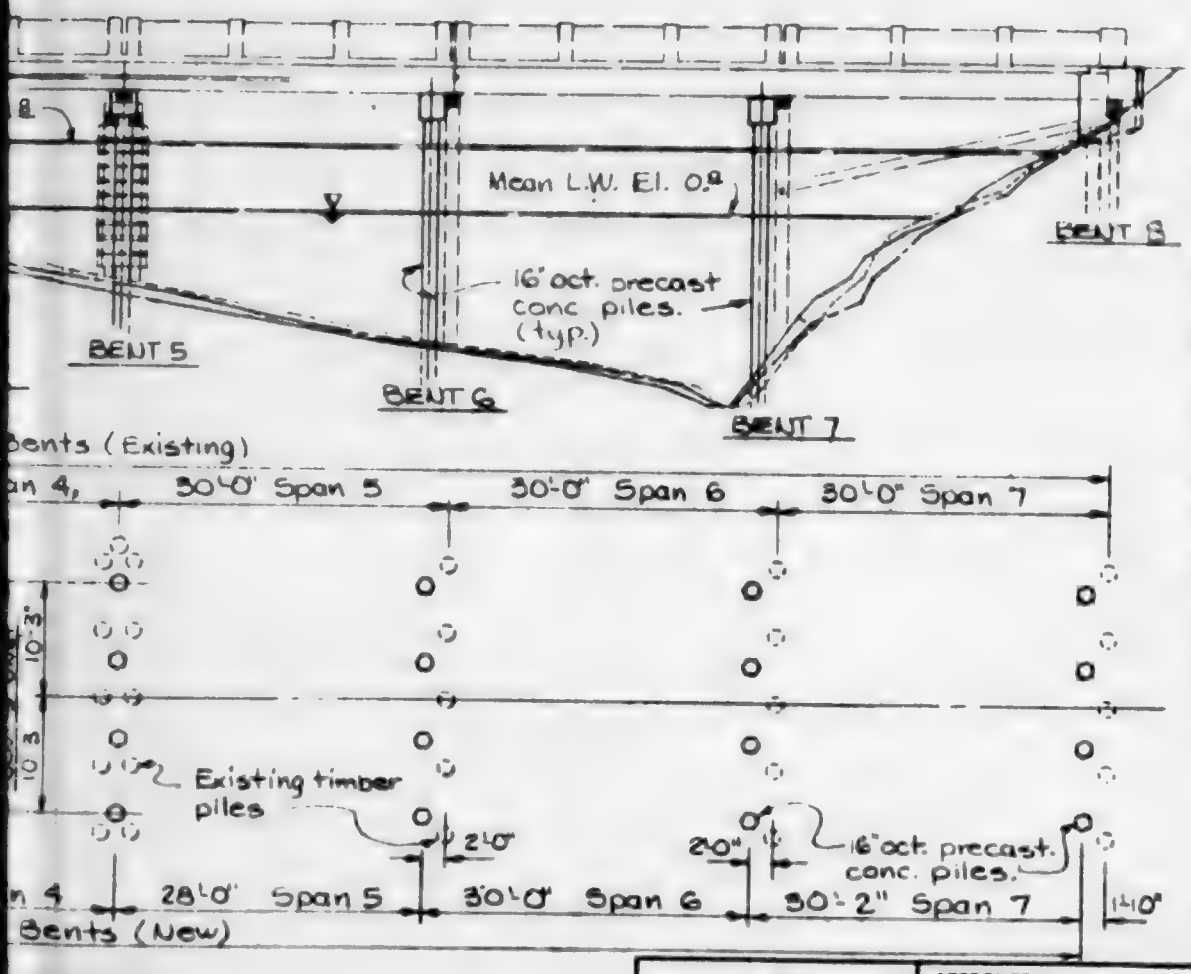




Sec. 21, T. 6N., R. 10 W., W.M.

VICINITY MAP

Not to Scale



LAYOUT

1"=10'-0"

GENERAL NOTES:

All material and workmanship shall conform to the Standard Specifications for Highway Construction of the Oregon State Highway Division.

Bridge substructure designed for HS 20 loading with no allowance for future wearing surface.

Concrete members designed by Load Factor Design method.

All reinforcing steel shall conform to ASTM Specification A 615 (51) Grade 60. The following splice lengths shall be used unless shown otherwise:

Bar Size	3	4	5	6	7	8	9	10	11
Splice Length	1'-0"	1'-4"	1'-8"	2'-0"	2'-4"	3'-7"	4'-7"	5'-4"	7'-1"

All reinforcing steel bars shall be placed 2" clear of the nearest face of concrete unless shown otherwise.

Reinforcing steel for pile caps and walls shall not be fabricated until final cap elevations have been determined in the field.

Concrete in caps, walls, transverse beams and deck shall be Class 4000, 1½", 1" or ¾".

All piles shall be 16" octagonal prestressed concrete, per dwg. N² 34031 and shall be driven to a minimum bearing of 50 tons per pile, a maximum bearing of 110 tons per pile and a minimum penetration of 15'-0" *

See dwg. N² 40754 for Construction Sequence.

ADVANCE PLANS

JUN 19 1985

DO NOT

* See Special Provisions for additional details.

DATE	REVISION	BY

REGISTERED PROFESSIONAL ENGINEER 5999 — OREGON NOV 6 1984 — WALTER I. PAPE — BRIDGE ENGINEER

REGISTERED PROFESSIONAL ENGINEER 6248 — JULY 10 1984 — GERALD H. BELLIN

APPROVED:

_____ PE
BRIDGE ENGINEER

_____ PE
ASSISTANT STATE HIGHWAY ENGINEER

G.H. BELLIN — DESIGNED
T.A. OHREN — DRAWN
CHECKED
REVIEWED
REVIEWED

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

NECANICUM RIVER (AVE. "G" SEASIDE) BR.
NECANICUM RIVER (Ave. "G" Seaside) BR. SEC.
AVENUE "G" – CLATSOP CO.

PLAN AND ELEVATION

ACCOMPANIED BY DWGS 40753, 40754, 34031, (10336 & 10337 incl. for information only)

DATE MAY 1985 CALC. BOOK 2074 SHEET 1 OF 4

BRIDGE NO. 7525A DRAWING NO. 40752

10,129.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 2

2960 STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

June 18, 1985

In Reply Refer To
File No.:

304-1961

Lawrence Lehman
City Manager
851 Broadway
Seaside, OR 97138

RE: Necanicum River (Ave. 'G') Bridge
Clatsop County

As can be seen on the enclosed bridge drawings, the Ave. 'G' Bridge will be rehabilitated rather than replaced. This decision was based on the good condition of the superstructure. The substructure is in poor condition and will be replaced. This decision will save several hundred thousand dollars.

Please review the enclosed plans and return a copy to this office with the appropriate signature in the approval block.

Richard T. Sjolander
Region Federal Aid Specialist

RTS:jn

Enclosure

bc: Oliver Parent
Mike Schultz

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
JUN 20 1985
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

734-1867 (3-84)

10,129

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: 6-18-85

FROM: Richard T. Sjolander
Region Federal Aid Specialist

304-1961

SUBJECT: Necanicum River (Ave "G") Bridge
Seaside

The City of Seaside is concerned with the construction of the Necanicum River (Ave. "G") Bridge interfering with the summer tourist trade. They have asked, in a recent telephone conversation with this office, if it would be possible to postpone the project until September.

Since the bridge work to be performed is not critical at this time, Region concurs with the City's request. Please advise this office if this is not possible.

RTS:jn

copy made 6/20/85 KS

PROGRAM SECTION
MANAGER RESOURCE UNIT
FA UNIT PROGRAM UNIT
JUN 20 1985
REFER TO
R/D ACT REPLY
DISC INFO FILE

81-125.1387

Contains Recycled Materials

10,129

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: June 18, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40223
Project No. BHM-7457(2)
Necanicum River (Seaside) Bridge Section
City Street
Clatsop County

Attached data consists of PR-1 form with project maps.

It is the Oregon State Highway Division's present intention to receive bids on this project July 25, 1985.

A copy of Clearinghouse conclusions was previously submitted.

DRH:bkb
Attachments
cc: W.G. Anhorn, Region 2
Gary Zehner, w/attach.
General Files

Form 734-3122

MONTHLY TRANSACTION NO. 8

DATE SUBMITTED TO W.O. June 18, 1985

FORM PR-1 (REV. 4-81)

FEDERAL-AID (PR

CARD 2	REPORT NUMBER (1-9) (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St., Necanicum River at "G" Ave. (Seaside) 66		ADT	PRESENT 2,400	FUTURE ---- (66) (70)	Y (71)			
CARD 3	CHARACTER OF PROPOSED WORK (33 typewriter spaces) 28 Bridge 62	NATL. FOREST (63) (65)	FA ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. A (74)		
CARD	CLASS OF FEDERAL FUNDS Bridge Replacement (Mandatory 65% On-System)						COUNTY NAME			
	NAME OF URBAN AREA 17-31 Seaside						ROUTE NO. U	FEDERAL 74		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJEC TOTAL ESTIMATED COST	ESTIMATED PROJEC FEDERAL FUNDS
1	(1-4) (5)	(10)	41	42	43 46	53		(54) (59)	(60) (66)	(67)
5					PE					
5					ROW					
5					CONST (CODE) X021	(10)	"Necanicum River (Seaside) Bridge Section"	0.039	150,000	120,000
								0.039	150,000	120,000

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24)

Key #01738

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

1985

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Ave. (Seaside)	ADT	2,400	----	----	10	Oregon	41	114	40223

RTE	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	L Projects Only POST MI.	DESIG.
						BHM	7457	(2)		

65% On-System)

COUNTY NAME: Clatsop — CODE: 007

PROGRAM STAGE: ___ 1 OR ___ 2

ROUTE NO.: U — FEDERAL-AID: 7457 UC — STATE: City St. — U.S.: ----

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (City)	CHARACTER OF PROPOSED WORK (Full description)
	0.039	150,000	120,000	----	30,000	
ECT ALS	0.039	150,000	120,000	----	30,000	

REMARKS

Additional Data: Item No. 40223; Project No. BRM-7457(1).

-over

USCOMM DUSCOMM-DC 48903-P61

Necanicum River (Seaside) Bridge Sec.

Remarks continued:

Project Data: Work under this project consists of: 1) bridge rehabilitation by replacing wooden pile with concrete piles at all bents of bridge (No. 7525A) length 206 ft. 4 in. and roadway width 24 ft. with 5 ft. sidewalks on both sides; 2) repair joints as indicated on plans; 3) adjust utilities as required, and 4) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-City Agreement No. 8130 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) PPM 30-4.1 (FHPM 67-6-3-2) was executed 5-24-84.

Note: 1) This project is in Congressional District No. 2.
2) Included in 6 Yr. HIP on page 122 and included in FY '85 Status Report.
3) Included in National Bridge Inventory as No. 07725 with sufficiency rating of 18.3.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BHM-7457(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
Salem, Oregon

4. PROGRAM NO.:

5. ITEM NO.: 40223

2A. COUNTY NAME: Clatsop

6. TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4/19/85

8. FEDERAL ROUTE NUMBER: FAU 7457

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

Necanicum River (Avenue "G") Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Program change

13. REMARKS

As requested by Mr. Potter's letter of 4/11/85, the following program change is approved:

1. Project No. - Change to read BHM-7457(1)
2. Appropriation Code - Change to read 114.

RECEIVED
STATE HWY ENGR
APR 26 '85
REFER TO
Potter
FOR
Info | Issue | R/W | D/R | Sig | Ret | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/24/85	O C Christianson	for Dale E. Wilken, Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: April 11, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40223
Project No. BRM-7457(1)
Necanicum River (Ave. "G") Bridge
Clatsop County

I request your approval of a program change on the subject project. This change will require the following revisions in project data:

1) Project No. Change to Read --- BHM-7457(1)
2) Appn Code Change to Read --- 114

This change is to rehabilitate the structure, rather than replace it.

Attached are the piling borings and a letter of justification, as requested by Herb Schell, FHWA. Mr. Anhorn's letter, indicating that the City of Seaside is agreeable to a rehabilitation project, instead of replacing the structure, is also attached.

DDB:bkb
Attachments
cc: Jan Peterson
R. Oakes
General Files

Form 734-3122

10,127

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter
Program Section

DATE: April 4, 1985

DES 23
7525A

FROM: Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Necanicum River (Ave. G-Seaside) Bridge
Clatsop County
Bridge 7525A

It has been decided to rehabilitate this bridge by replacing the substructure instead of total bridge replacement as was originally programmed.

The work will result in a sufficiency rating above 80. The estimated cost is $140,000 (not including engineering costs). We will work to meet the June 27 letting date as presently scheduled.

OMP:krm

cc: Bill Anhorn

PROGRAM SECTION
MANAGER RESOURCE UNIT
FA UNIT PROGRAM UNIT
APR 05 1985
REFER TO Local Programs
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1307

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

C O N C L U S I O N S

APPLICANT: ODOT

PROJECT TITLE: NECANICUM RIVER (SEASIDE) BRIDGE

DATE: APRIL 2, 1985

The State of Oregon (and local clearinghouses if listed) has reviewed your project and reached the following conclusions:

☐ No significant conflict with the plans, policies or programs of state or local government have been identified.

☒ XX Relevant comments of state agencies and/or local governments are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state and/or local government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

FEDERAL CATALOG # 20.205

NOTICE TO FEDERAL AGENCY

THE FOLLOWING IS THE OFFICIALLY ASSIGNED STATE IDENTIFIER NUMBER:

OR [illegible]-050-2

IPR #3

Dolores Streeter
Clearinghouse Coordinator

cc: FHWA

clatsop Co.

B3.

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

INTERGOVERNMENTAL RELATIONS
APR 01 1985

Clatsop County

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

STATE AGENCY REVIEW

Project Number OR 850222-050-2

Return Date: MAR 28 1985

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section.)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section.)

( ) Additional comments for project improvement. (Attach if necessary.)

REMARKS (Please type or print legibly)

A city conditional use permit will be required for the project in addition to the permits already identified. The bridge should be designed to avoid all unecessary impacts to the estuary. If possible, bridge support structures should be placed on the adjacent upland.

Agency CCCC By Debbie Shaw

IPR #2

Phone Number 325-8532

OREGON INTERGOVERNMENTAL PROJECT REVIEW

INTERGOVERNMENTAL RELATIONS

APR 01 1985

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Clatsop County

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

STATE AGENCY REVIEW

Project Number OR 850222-050-2

Return Date: MAR 29 1985

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section.)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section.)

(X) Additional comments for project improvement. (Attach if necessary.)

REMARKS (Please type or print legibly)

see att. comments

Agency Fish & Wildlife

By Tony Farrell

IPR #2

Phone Number 229-5679

Oregon Department of Fish and Wildlife
Comments: OR 850222-050-2

The Oregon Department of Fish and Wildlife has no objection to the Necanicum River Bridge Project in Clatsop County providing the following conditions are observed during construction:

1. Work confined to low flow period.

2. Adequate measures are taken to minimize turbidities which could arise during construction.

3. No pollutants of any type are allowed to enter the waterway (petroleum products, fresh concrete, silt).

4. Soils disturbed by the project are stabilized and revegetated.

5. All project debris is removed from the stream.

6. Please coordinate the planning and implementation with our District Fish Biologist:

Warren Knispel
ODFW
619 Beerman Cr. Rd.
Seaside, OR 97138
738-7066

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

INTERGOVERNMENTAL RELATIONS
MAR 07 1985

Clatsop County

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

STATE AGENCY REVIEW

Project Number [illegible]-250-2 Return Date: MAR 29 1985

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section.)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section.)

If the project would require the removal, fill, or alteration of 50 cubic yards or more of material within the banks of the waterway(s) or wetland area(s), we urge the applicant to apply for state removal or fill permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone: 378-3805.

Thank you for the opportunity to comment on this project.

RECD 1985

DIVISION OF STATE LANDS

Agency Lands By Wm Fahs

IPR #2

Phone Number 8-3805

10/127

Con 19-1
Necanicum R.

AGR #265

STATE OF OREGON

INTEROFFICE MEMO

TO: Jock Elliott
Region 2 R/W

DATE: March 25, 1985

FROM: Alan W. Lightner, Manager
Right of Way Office Unit

SUBJECT: AGR #265
Misc. C&A 8130
Necanicum Riv.(Seaside) Br.
Avenue "G", Seaside
Clatsop County

MISC. CONTRACTS and AGREEMENTS No. 112

Attached is an original and a copy for your files of the subject agreement. The original should be forwarded to City of Seaside.

AL
mp

Attach.

cc: Bill Anhorn, w/c
Local Gov't Programs, w/c
Finance, w/c
Comm. Serv., w/orig.
Appraisal, w/c
Title, w/c
Description, w/c
Fed.-Aid Officer

4/3/85 Mailed original to City

RECEIVED
MAR 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: 3-7-85

SUBJECT: Necanicum River (Avenue "G", Seaside) Bridge 7525A
Clatsop County

Enclosed are two copies of the inspection report for the subject bridge. This information was requested by Herb Schell, FHWA, through Jerry Backstrand's February 13 letter.

This information basically indicates that a rehabilitation project would be appropriate. This office has discussed this with the city of Seaside and they agree that a rehabilitation project would be acceptable. The City reminded this office that a bond measure to match federal funds for this project has already been approved by the voters.

Please submit this information to the proper people for their review. Also, please consider this a request to revise the project as stated above.

William Anhorn
William G. Anhorn
Region Engineer

WGA/RTS:jn

cc: Jerry Backstrand

Enclosures

PROGRAM SECTION
MANAGER ✓ RESOURCE UNIT .....
FA UNIT ✓ ....
1985
REFER TO Brooke
R/D ___ ACT ..... REPLY .....
DISC ___ INFO ___ FILE .....

81-125.1387

Contains Recycled Materials

10,127

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	2. STATE PROJECT NO.
BRM-7457(1)	See Below

3. FROM	4. PROGRAM NO.	5. ITEM NO.	2A. COUNTY NAME
Dale E. Wilken, Division Administrator FHWA - Oregon Division		40223	Clatsop

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
2/21/85	FAU 7457	City Street

10. GENERAL LOCATION:

Necanicum River (Avenue "G") Bridge

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* — Program Change See Below

13. REMARKS

As requested in Mr. Potter's letter of 2/11/85 I approve the revised Preliminary Engineering costs to a TEC of $48,100; Federal Funds $38,480.

(Increase TEC $8,100; Federal Funds $6,480)

RECEIVED
STATE HWY ENGR
FEB 26 '85
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/25/85	D. K. Hammes	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 19-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO

Date: February 19, 1985

To: Executive Department
Federal-Aid Coordination Unit

ORIGINAL SIGNED BY
GARY A. POTTER

Clatsop-Tillamook Inter-
governmental Council
P.O. Box 488
Cannon Beach, OR 97110

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 1
Section: Necanicum River (Seaside) Bridge
Highway: Avenue "G" City Street, Seaside
County: Clatsop

In accordance with Presidential Executive Order 12372, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be April 9, 1985.

DDB:me
Attachments
bc: D.E. Wilken, FHWA
R.N. Bothman
R.C. Pool
J.B. Boyd (2)
D.O. Christensen (3)
Cam Gilmour
W.J. Hart
Reg. 2 Engr.: W.G. Anhorn
Dis. 1 Maint. Super.: E.L. Everton
Aeronautics Division
David Powers, Parks
Don Baker

R. N. BOTHMAN

RECEIVED
STATE HWY ENGR
FEB 21 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Apl | File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 [12] APPLICANT: Department of Transportation [45] | [46] DIVISION: Highway [79]

03 [12] APPLICANT ADDRESS STREET: Transportation Building [45] | [46] CITY: Salem [60] | [76] ZIP: 97310 [78]

04 [12] CONTACT PERSON: Gary Potter [45] | [46] AREA CODE: 503 [48] | [49] PHONE: 378 [55] | [56] EXTENSION: 6563 [59]

01 [12] PROJECT TITLE: Necanicum River (Seaside) Bridge [71]

11 [12] PROJECT LOCATION—CITY: Avenue "G" City Street Seaside | PROJECT LOCATION—COUNTY: Clatsop | PROJECT LOCATION [79] SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)
06 [12] Replace deteriorated bridge with modern concrete structure (see attached Part 3 of Project Prospectus and location map.) [71]

07 [12] [71]

08 [12] [71]

09 [12] [71]

10 [12] [71]

12

AMOUNT REQUESTED—FEDERAL FUNDS (A) Grant [19]	(B) Other [27]	NON-FEDERAL MATCHING FUNDS (C) State [35]	(D) Local [43]	OTHER (E) FUNDS [51]	TOTAL (F) FUNDS [60]
509,680		- - -	127,420		637,100

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] | [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]

14 [12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71]

15 [12] FEDERAL AGENCY NAME: U.S. Department of Transportation [45] | [46] FEDERAL SUB-AGENCY NAME: FHWA [79]

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: February 19, 1985

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED: Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH: April [42] | 43] DAY: 9 [44] | 45] YEAR: 1985 [46]

ADDITIONAL INFORMATION—ALL APPLICANTS

I. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

II. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

III. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

IV. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

V. Explain deviations if any, from pertinent plans.

VI. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

VII. Has funding agency been notified? No ☐ Yes ☒ Date: Feb. 19, 1985*

VIII. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project, Categorical Exclusion, according to the 1978 environmental quality guidelines.

*Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St., N.E.
Salem, OR 97301

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Avenue "G" Bridge (Seaside)

REGION

2

ESTIMATED RIGHT-OF-WAY IMPACTS

None.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No adverse impact on the use of adjacent land is anticipated. The City of Seaside has targeted this structure for replacement.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The existing structure is limited to passenger vehicles, thus requiring commercial vehicles to use alternative routes. The proposed structure would reduce the amount of truck traffic on other nearby bridges.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No permanent impact is anticipated. There could be some temporary impact on the river and surrounding wetlands during construction. Long-term impacts will be very minor or nil because the bridge replacement is in place. Navigational clearances will be maintained also.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The bridge and nearby roadway connections will probably be closed during construction Three other bridges cross the Necanicum River within 6 blocks: Avenue "A", Broadway, and 1st Avenue. These bridges can serve as detours, especially the first two. A preferred detour route will be identified and signed; given the setting, no significant impacts are forecast.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The bridge is to be replaced at the existing location, and existing navigational clearances will be maintained; therefore, no major impacts are anticipated.

OTHER DOCUMENTATION

Permits needed include: Flood Plain, Corps of Engineers, Coast Guard, State Lands, Building
Documents needed include: Wetlands Study.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Rick Sjolander	378-2626	AUG 2 1984

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
DEC 5 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

December 17, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

RE: Project Environmental Classification Request
Necanicum River (Seaside) Bridge #7525
Avenue 'G'
Clatsop County
BRM-7457(1)

Dear Mr. Wilken:

The subject project was approved by your office as a Class II, Categorical Exclusion, on August 2, 1984. At that time the Project Environmental Clasification Request indicated that no additional right-of-way would be needed. Ongoing project development now finds a need for 0.16 acre of right-of-way involving five parcels. This acquisition would not require any relocations, and other project details remain unchanged.

This letter should be added as an amendment to the previous Environmental Classification Request. It is our opinion that the project remains a Class II action.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

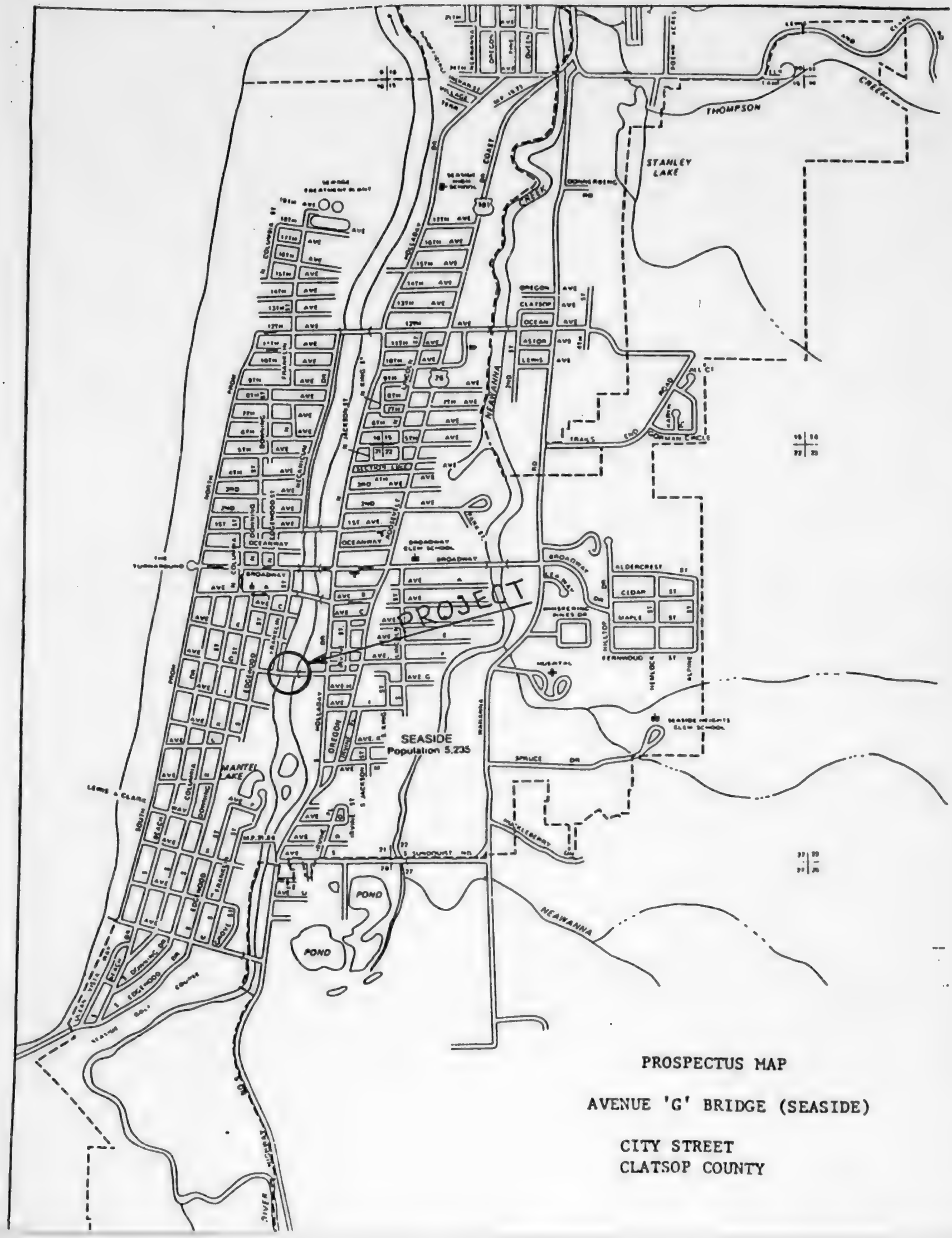
CMG:dm

cc: E.S. Hunter
Gary Potter
Bill Anhorn
U.S. Coast Guard

Richard R. Rivera 1/8/85
Federal Highway Administration

RECEIVED
DEC 20 1984

Form 734-3122



PROSPECTUS MAP

AVENUE 'G' BRIDGE (SEASIDE)

CITY STREET
CLATSOP COUNTY

STATE OF OREGON

INTEROFFICE MEMO

TO: Bill Anhorn
Region 2 Engineer

DATE: February 13, 1985 DES 23
7525A

FROM Gerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Necanicum River (Ave. G Seaside) Bridge 7525A
Clatsop County

REGION 2 OFFICE
RECEIVED
FEB 14 1985
RLO ... RQS ...
RE ... RCE ... RMB ... ROM ...
RTS ... RLS. ... RPC ... RFS ...
RUS ... RG ... RSR ...

This structure is scheduled for replacement but it might be more practical to repair the existing structure as mentioned in the Location Narrative report.

Our estimated cost of a replacement structure is $726,000. This includes the cost of widening the roadway from the present 24 feet to 30 feet but does not include the cost of the additional right of way that will be required.

Repair work would consist of pile replacement. The exact number of piles to be replaced has not been determined. Our estimated cost to replace all the piles is $265,000.

On February 5, 1985, Jerry Bellin of this office together with Herb Schell and Bill Bangert inspected the bridge. Their conclusion was that the superstructure is in excellent condition but the substructure piling need to be bored to determine their condition. They also noted that the bridge roadway width of 24 feet matches the west approach roadway and appears to be adequate.

Herb Schell indicated that the FHWA would not participate in the project unless the piling were inspected. He also said that we will have to justify the decision to either repair or replace the bridge.

In order to respond to these comments, we ask that you have the necessary borings made of the piling to determine their condition. We also ask that you discuss the alternate proposals with the City of Seaside and give us your recommendation so that we may proceed with the design of this project.

OMP:krm

cc: Rick Kuehn
Bob Poole
Herb Schell, FHWA
Gary Potter

2/15

DWAYNE - HAVE LUCHT GET THE BORINGS ASAP — JA

RECEIVED
FEB 19 1985
DISTRICT 2
ROMS

81-125-1307

C 156

Con 19-1
Miscellaneous

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter
PROGRAM SECTION

DATE: February 5, 1985

FROM: Rick Sjolander
REGION FEDERAL AID SPECIALIST

SUBJECT: Necanicum River (Avenue "G" Bridge)
Seaside, Oregon

Attached for your records is a letter from the City of Seaside asking the State Highway Division to conduct the necessary right-of-way acquisition for the subject project.

Please provide this information to the proper parties.

RTS:vlw

Attach.

2-8-85
- w/attach
Copies: Bruce Boyd
the files
Duane Christensen
Federal Aid
Local Programs

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
FEB 07 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1367

Contains Recycled Materials

CITY of SEASIDE

OREGON'S
FAMOUS
ALL-YEAR
RESORT

851 BROADWAY
SEASIDE, OREGON 97138
(503) 738-5511

January 31, 1985

Phillip O. Stearns
Region Federal Aid Specialist
Department of Transportation
HIGHWAY DIVISION
Region 2
2960 State Street
Salem OR 97310

RE: Necanicum River (Avenue 'G' Bridge)
304-1961

Dear Mr. Stearns:

The City of Seaside would like the Oregon Department of Transportation to conduct the right-of-way acquisition on the above project.

Your assistance is appreciated.

Sincerely,

Larry Lehman
City Manager

LL:dt

10,129

NARRATIVE REPORT

NECANICUM RIVER BRIDGE (SEASIDE)

AVENUE G

CLATSOP COUNTY

DECEMBER 13, 1984

BACKGROUND

This project is to provide for building a new two lane bridge across the Necanicum River at Avenue G in Seaside. The new bridge is to replace an existing two lane bridge.

Investigating the R/W revealed the east end of the existing bridge between Holladay Drive and the east bank of the Necanicum River is not centered on the R/W (attached is a R/W survey narrative).

At the east end of the existing bridge the center of the bridge is located about 11 feet north of the center of the R/W while at the intersection of Ave G and Holladay Drive is pretty close to the R/W. This misalignment of the R/W results in some of the roadway and sidewalk between Holladay Drive and the east bank of the Necanicum River being outside the existing R/W.

Also the existing R/W from the east bank of the Necanicum River and running easterly about 160 feet is only 40 feet wide. This would be too narrow for the construction and maintenance of the new bridge that is to be 40 feet wide (outside dimension), and construction and maintenance of a 40 foot wide roadway-sidewalk section.

The existing roadway from the east bank of the Necanicum River and running easterly about 120 feet is only 24 feet wide (curb to curb) and there is a sidewalk only on the north side of the roadway. To make this portion of Ave G compatible with the new bridge section, widening of this portion of Ave G and building curb and sidewalk on both sides of the roadway should be included as part of this bridge replacement project.

It will require additional R/W for a new bridge and widened roadway whether the new bridge is centered on the R/W or is built where the existing bridge is located. It is suggested the new bridge be built where the existing bridge is located.

Additional R/W acquisition involves five parcels of land, two of which are owned publicly (City, County). Deed descriptions of these parcels have been sent to the City of

Seaside so the City may proceed to purchase the needed R/W under the supervision of OSHD.

Locating the new bridge where the existing bridge is would use the fullest extent of the existing roadway and embankment, and would probably cause the least conflict or relocation of electrical power, natural gas and water utilities.

UTILITIES

Power transmission lines are located close alongside the south side of the existing bridge. These lines are part of a major transmission circuit. To shut off these lines would require upgrading an alternate transmission route located away from the bridge site which would cause the power company a major expense. Yet the existing lines are too close to safely drive pile for the new bridge. A plan to resolve this conflict with the power lines will, of course, have to be worked out with the power company.

Illumination for the existing structure is provided at each end from lights mounted on poles set in the ground. Illumination for the new bridge is proposed to be mounted on the structure.

There is a gas main mounted underneath the walk on the north side of the existing bridge. This line can be closed off for construction of the new bridge. Provisions should be made on the project for the gas company to take their line off the existing bridge and install a new line on the new bridge. Adjustment of the gas main may also require realigning some of the existing gas main for some distance beyond the ends of the bridge.

There is an eight inch water main mounted under the walk on the south side of the existing bridge. This water main can also be closed off during construction of the new bridge without interrupting service, since the City has a loop system. Provisions should be made, of course, for the City to install a new water main on the new bridge.

The embankment for the existing bridge creates a confining section in the Necanicum River. Care needs to be taken to make sure construction of the new bridge will not further reduce the river cross-section. To add riprap to the existing slopes will require excavating away enough of the existing embankment so addition of new riprap would not reduce the river cross-section.

PROPOSED STRUCTURE

The new bridge is proposed to be 40 feet by 215 feet and

will have four bents which is half as many as the existing bridge. This will improve the flow through this section.

There is about a five foot curb radius in the sidewalk at the north east corner of Franklin Street and Ave G, just off the west end of the existing bridge. Because the east curb line of Franklin is so close to the west end of the existing bridge, the west end of the new bridge cannot be shifted any further to the west without reducing further this already tight curb radius.

It may be possible to add some special widening to the northwest corner of the new bridge to increase the curb radius at the northwest corner of Franklin and Ave G.

In order to place the west end of the new bridge where the west end of the existing bridge is and not have to build up the embankment under the bridge, the bottom of the pile cap at the west end of the bridge needs to be extended down into the existing slope.

Wing walls are needed on all corners of the new bridge to provide adequate embankment width for sidewalks just off the end of the bridge, and for blending the new wider embankment at the end of the bridge. They will also eliminate having

to place fill on the existing embankment on the slope under the bridge.

Bridge end panels will also be constructed on each end of the new bridge.

There is an existing iron pipe frame cyclone-type fence, about three feet high, along the back edge of the east sidewalk on Franklin Street that connects to the end of the bridge rail. Provisions need to be made to remove and reconnect this fence to the new bridge.

At the end of the new bridge and for some distance away from the end of the bridge there will be a steep fill slope and an abrupt dropoff, caused by the bridge wing walls, at the back of the sidewalk. A pipe hand rail should be installed at the back edge of the sidewalk for a short distance away from the end of the bridge to protect these dropoffs or steep slopes.

The existing guardrail at the southwest corner of the bridge will be removed and reinstalled with a type I anchor and type C end piece.

EMBANKMENT

The new embankment to be built on this project will be

subject to erosion from high water in the Necanicum River. Rather than covering this embankment with riprap to protect it against erosion, it is suggested that it be required that all embankment material on the project be pit run quarry rock with no more than 20% passing the one inch screen, the verification of gradation of the pit run quarry rock being based on visual inspection.

TRAFFIC CONTROL

For construction of the new bridge, Ave G may be closed (closed at Holladay Drive intersection and Franklin Street intersection). The intersection of Ave G and Franklin would normally be kept open to traffic but it will, at times during the construction of the new bridge, be necessary to also close this intersection. When work is actually in progress at this intersection, Ave G would be closed at Edgewood ST except for local traffic and Franklin ST would be closed at Ave E except for local traffic. Also access south on Franklin ST from Ave G needs to be kept open to local traffic at all times.

STORM SEWERS

Two existing 12 inch storm sewers on the west side of the river will have to be replaced due to their being under the proposed new bridge.

SURFACING

A two inch overlay will be placed from Sta 10+60 to the intersection of Ave G and Franklin ST with the exception of the new bridge deck. Pavement cuts for curb construction will be covered by the overlay.

R.P. Fidler

R.P. Fidler Region II Location

ADDENDUM TO NARRATIVE

NECANICUM RIVER (SEASIDE) BRIDGE

AVENUE 'G'

CLATSOP COUNTY

A study was conducted regarding the bottom of beams on the new structure in relation to the maximum flood elevation which is 12.0 feet.

Assuming a foot of freeboard and a slab depth of 15 inches along with 2 inches of A.C. cover and 4 inches of crown. The desired finish grade would be 14.75 minimum. The above is based upon 40 foot span lengths.

However, the existing grade line on the west end near the intersection of the street running northerly from Avenue 'G' has an elevation of 13.2 which would require raising the intersection by a foot and a half, which is not desirable.

Using the proposed finish grade of 13.90 on the east end and 13.26 on the west end of the new structure and the above mentioned slab depths, the comparison below shows the new proposed bottom of slab elevations vs the existing:

~~West~~ East End Sta 13+06.5	Finish Grade	13.90
	Bottom Beam	12.15
	Bottom Existing Beam	11.15
		1.00 difference

~~East~~ West End Sta 15+21.5 Finish Grade 13.26

Bottom Beam 11.51

Bottom Existing Beam 10.68

0.83 difference

This raises the new clearance above the existing as shown.

This situation has been reviewed with Dave Bryson of Hydraulics and, while less than desirable, under the circumstances, it is acceptable.

Region requested that the Bridge Section investigate salvage of the existing superstructure of the Avenue 'G' Bridge. A preliminary investigation by Terry Shike, Bridge Design Section, based on a similar approach used on Geary Canal Bridge resulted in an estimated cost of $265,000 (40% Eng & Cont included) vs $660,000 for replacement. He recommended we submit the project in order for the Bridge Section to proceed with further analysis of feasibility and design.

Pete Fidler

Pete Fidler, Region 2 Location Supervisor

January 18, 1985

NECANICUM RIVER BRIDGE (SEASIDE)

AVENUE G

CLATSOP COUNTY

DECEMBER 12, 1984

East of Necanicum River

In 1887 all the land in the area of this project between the Necanicum River and the line between Sections 21 and 22 in T6N,R10W were owned by a Clement Bradbury. At that time he began selling various parcels. In 1889, under an agreement between him and two of the purchasers, he dedicated a street between the river and what is now S Holladay Drive. According to the dimensions given in the relevant deeds, the northline of this street is perpendicular to the above mentioned section line and 38.92 feet south of the 1/4 corner between sections 21 and 22. The south line of the street is also perpendicular to the section line and 60.00 feet south of the 1/4 corner.

Within a month of the dedication of the above street, the Griffin & Reed subdivision east of the present Holladay DR was recorded. This subdivision included a 30 foot wide street, the north line of which is perpendicular to the section line and 33.00 feet south of the section corner.

In 1897 the owners of the parcels immediately north and south of the first mentioned street each deeded a 10 foot wide strip between Holladay DR and the river for use as a public road. Then in 1953 the City of Seaside purchased

an additional three foot wide strip on each side of the street extending 255 feet westerly from the west line of Holladay DR.

Thus at the present time the right-of-way is 47.08 feet wide from the west line of Holladay DR westerly for 255 feet, then 41.08 feet wide from there to the river.

A careful reading of the early deeds in this area indicates that deed calls to"North" meant parallel to the south half of the section line between sections 21 and 22 and "East" and "West" were at right angles to this line. Accordingly, for this survey, the east-west line of AV G and of property lines in the immediate area were determined from stone monuments at the intersections of AV G with 1st ST and the section line. According to the 1920 Rodgers survey of Seaside, the line of these monuments is at right angles to the section lie.

Latitude and departure were based on the stone monument at the 1/4 corner between section 21 and 22, since all deeds to property in the immediate area ultimately start from this corner.

West of the Necanicum River

All the property west of the river with which we are concerned lies within the subdivision of Hermosa Park. The original plat (dated May 1897) does not indicate that any

monuments were set other than stating that the subdivision had been staked out into town lots, blocks and streets.

At the present time there are City monuments on AV G at the intersections of Edgewood ST and South Beach DR. No evidence has been found, neither in surveys of record, or these monuments. However, in the absence of original monuments and in accordance with established survey law the City monuments have been accepted as defining the Hermosa Park subdivision in the area of this project.

LOCATION DESIGN

ASSIGNMENT SHEET and PROJECT DIARY

Section Necanicum River (Seaside) Bridge Highway Avenue "G" County Clatsop

Assigned By Al Hansen Designer Art Dean Date 1-29-85

Directions Get prints of Vicinity Map and send Mylars to the Bridge Section (Kit Leshk) Review the field location data

Program HBR # C37,000

Field Estimate # C59,970

Narrative By Designer This is a bridge replacement project requiring riprap at both ends.

Due to misalignment of the existing bridge additional RW will be required to place the new bridge in the present alignment. The ~~east~~ Northeast corner of the existing bridge is approximately 11 feet off of right of way.

The field proposal as sent in showed no guardrail except for 32.5 feet to be salvaged and reinstalled at the SW corner of the bridge, plus small sections of chain-link fence and handrails. This leaves a very unsafe situation on the bridge ends. Making it possible for a vehicle to either hit the end of the bridge or go past the ends into deep water. The west end does not lend itself to installation of minimum guardrail lengths called for in the standards. However, 25 feet of rail on the NW Corner and 50 feet on the SW corner were added to the estimate plus the minimum of 62.5 feet on either side at the east end. In adding this guardrail it is felt that the pipe handrail and chainlink fence were not needed and was eliminated from the estimate.

Checked the cost of the bridge construction with Bridge Design Section (Jim Chidsey) and came up with a cost $10,000 more than the field estimate. After checking the bid items with cost analysis the estimated cost for the project comes to $676,013. This is $39,000 more than the original funding of $637,000.

Discussed funding with Hank Wakerlig. He advised us to advance the project because we may pick up the additional $39,000 in the bid process

AH

POOR

ORIGINAL

DOCUMENT(S)

8-0336

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 2

Date 1-28-85

Section Necanicum River (Seaside) Brig

County Clatsop

Kind Of Work Bridge Replacement

Length

Name A. Demi

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	Mobilization	110	L.S	L.S	8%	40,600.0
	Temp. Protection & Direction of Traffic	111	L.S	L.S	3%	15,225.0
	Temp. Signs	111	SqFt	142	6.00	852.0
	Temp. Barricades, Type III (4'x8')	111	ea	14	70.00	980.00
	Flagging	111	Hr.	50	17.00	850.0
	Clearing & Grubbing	201	L.S	L.S		1000
	Removal of Structures & Obstruct.	202	L.S	L.S	1838	1838
	Removal of Existing Structures	202	SqFt	7632	5.00	38,160.0
	Remove & Dsp 12" Conc. Pipe	202	ea	2	100.00	200.0
	Gen. Exc.	203	Cu.Yd.	175	6.50	1787.5
	Trench Exc.	203	Cu.Yd.	45	12.00	540.0
	Furnish & Place Foundation	225	Cu.Yd	57	15.00	855.0
	Watering	233	M-Gal	5	15.00	75.00
	Structural Excavation	251	Cu.Yd	160	11.00	1760.0
	1"-0 Aggr. Base	304	Ton	100	15.00	1500.0
	Class "A" Asph. Conc.	403	Ton	120	37.00	4440.0
	Structure (215'x40')	501	L.S	(51 Ft 8600)		379,00
	Bridge End Paint	508	Sq Yd.	134	57.00	7638.0
	12" Sewer Pipe	603	Ln.Ft.	84	15.00	1260.0
	Extra for Pipe under Pvmt.	603	Ln. Ft.	33	15.00	495.0
	Guardrail - Type 2A	606	Ln.Ft.	100	12.00	1200.00
	Guardrail - Type 3	606	Ln.Ft.	100	25.00	2500.00
	Guardrail Anchors - Type 1	606	ea	4	300.00	1200.00
	Extra for Guardrail Bridge Connections	606	ea	4	300.00	1200.00
	Railroad Fence - Type "C"	606	ea	4	85.00	340.0

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 2 of 2

Date 1-28-85

Section _____ County _____

Kind Of Work _____ Length _____ Name _____

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	Concrete Walks	608	Sq.Yd	1944	13.00	25272.0
	Concrete Curb, Type "C"	609	Lin.Ft.	442	4.00	1768.0
	Loose Riprap, Class 400	620	Cu.Yd.	287	35.00	10045.0
	Pavement Markers	649	ea	50	3.25	162.5
	Illumination	651	L.S.	L.S.		20000
	Roadside Seeding & Mulching	681	L.S.	L.S.		600
						$ 56334
	Engineering & Contingencies				20%	12 600
						$ 676,013

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION	REFERENCE NAME/PHONE	COUNTY	SHEET
Necanicum River (Seaside) Bridge	Fidler 378-3883	Clatsop	1 of 2

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Bridge Construction			11/19/84	S. Tuttle

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1	Mobilzation	110	L.S.		8%	40,739
2	Temporary Protection & Direction of Traffic	111	L.S.		3%	14,831
3	Temporary Signs	111	sq ft	~~134~~ 142	6.00	804
4	Temporary Barricades, Type III (4' x 8')	111	ea	14	80.00	1,120
5	Flagging	111	hr	50	17.00	850
6	Clearing and Grubbing	201	L.S.	L.S		1,000
7	Removal of ~~Structural~~ Structures and Obstruct.	202	L.S.	L.S	1,838	1,838
8	Removal of Existing Structure	202	Sq.Ft.	7,632	5.00	38,160
9	Remove & Cap 12" Concrete Pipe	202	Each	2	100.00	200
10	General Excavation	203	Cu.Yd.	~~345~~ 275	6.50	2,243
11	Trench Excavation	203	Cu.Yd	45	11.00	495
12	Furnish and Place Topsoil	225	Cu.Yd.	57	15.00	855
13	Watering	233	M-Gal	~~3~~ 5	20.00	60
14	Structural Excavation	251	Cu.Yd.	160	11.00	1,760
15	1"-0 Aggregate Base	304	Ton	~~53~~ 120	15.00	795
16	Class "C" Asphaltic Concrete	403	Ton	~~123~~ 120	35.00	4,305
17	Structure 215' X 40'	501	Sq.Ft.	8,600	43.00	369,800
18	Bridge End Panel	508	Sq.Yd.	134	57.00	7,638
19	Pipe Hand Rail	513	Lin.Ft.	72	30.00	2,160
20	12" Sewer Pipe	603	Lin.Ft.	84	14.00	1,176
21	Extra for Pipe Under Pavement	603	Lin.Ft.	33	15.00	495
22	Guardrail Anchor, Type I	606	Each	1	350.00	350

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	REFERENCE NAME/PHONE	COUNTY	SHEET
Necanicum River Bridge, Ave. "G" (Seaside)		Clatsop	2 OF 2

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Bridge Construction			11-19-84	S. Tuttle

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
23	Guardrail End Piece, Type "C"	606	Each	1	90.00	90
24	Concrete Sidewalk (4.5' Wide)	608	Sq.Yd.	1,944	13.00	25,272
25	Concrete Curb, Type "C"	609	Lin.Ft.	442	4.00	1,768
26	Rip Rap Class 400	620	Cu.Yd.	287	35.00	10,045
27	~~Remove & Reinstall Guardrail~~ Eliminate	625	Lin.Ft.	~~37.50~~	~~7.00~~	263
28	Remove & Reinstall Chain Link Fence	626	Lin.Ft.	20	5.00	100
29	Pavement Markers	649	Each	50	3.25	163
30	Illumination	651	L.S.	L.S		20,000
31	Roadside Seeding and Mulching	681	L.S.	L.S		600
	BID ITEM TOTAL					549,975
	Engineering & Contingency		L.S.	All	20%	109,995
	Striping (By City)		----	---	---	------
	GRAND TOTAL					659,970

PROJECT PROSPECTUS - REVISED

PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #	01738
SECTION	Necanicum River (Seaside) Br #7525
REGION	2

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM TO	LENGTH
2004	11-30-84		240 ft

☑ URBAN ☐ RURAL	CITY	COUNTY	ROAD/STREET NAME
	Seaside	Clatsop	Avenue 'G'

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
	off-system	City of Seaside

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING	$ 50.0
RIGHT OF WAY	$ -
ROADWAY	$ 3.5
STRUCTURES	$ 400.7
SIGNALS	$
ILLUMINATION	$
TEMPORARY PROTECTION	$ 13.9
REMOVE EXIST STRUCTURE	$ 37.0
40% ENGINEERING & CONTINGENCIES	$ 182.0
TOTAL CONSTRUCTION	$ 637.1
TOTAL ESTIMATE	$ 687.1

PROJECT DATA

GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	X
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	X*
*Provisions for		
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	5

RIGHT OF WAY

FILES	(#)	5
ACRES	(#)	0.16
RELOCATIONS	(#)	0

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	S
RIGHT OF WAY ACQUISITIONS	(S,C,A)	S

CONSTRUCTION BY

☑ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	HBR-OS	1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	-	-
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	2,400	
YEAR OF AVERAGE DAILY TRAFFIC	City	

DEFINE THE PROBLEM

Existing structure has settled on the east end. It is supported by timber piling which has deteriorated to where complete replacement is necessary.

PROPOSED SOLUTION

Replace with a new structure slightly wider than the existing, from 36 feet to 40 feet overall dimension. The street may be closed during construction. The City will need to adjust the curb on the southeasterly end as the new structure will extend two feet behind the existing alignment.

REQUESTED, REGION ENGINEER: X by Phillip D. Sele	DATE: 11-30-84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS - REVISED

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01738

SECTION: Necanicum River (Seaside) Br #7525

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	S
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	S	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	S	MATERIAL SOURCE	N	COAST GUARD	S	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	S	BUILDING	S	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	2	(LIST BELOW)	

COMPANIES

Pacific Power & Light Co
Northwest Natural Gas Co

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
5	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	DESIGN SPEED 30	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
—	5	—	—	—	—	—	12	0	12	—	—	—	—	—	5	—
—	5	—	—	—	—	—	15	0	15	—	—	—	—	—	5	—
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
N/A					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	220	40	$400,700	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01738

SECTION HIGHWAY: Necanicum River (Seaside) Br #7525

COUNTY: Clatsop

REGION: 2

AUTHORIZATION NO.: 2

PREFIX: 304-1961

DATE: 11/29/84

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 8,000	$ 5,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT		–	916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT		–	918 LOCATION		500	935 SOILS		500
904 CONSULTANT			920 PROGRAM MANAGEMENT		200	936 REGION TRAFFIC		–
905 FINAL DESIGN		5,000	921 SPECIFICA-TIONS		2,500	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		13,000	922 ADMIN. SERVICES		200	938 REGION ENVIRONMENT		–
907 PRELIMINARY DESIGN			923 ENVIRONMENTAL SECTION		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			924 D.O.T.			950 TRAINING		–
910 REGION GEOLOGIST		2,500	925 AIR MONITORING			955 R/W RELOC. ASSISTANCE		–
911 TRAFFIC SECTION		200	926 FOUNDATION		7,500	960 PERSONAL LEAVE		
912 LANDSCAPE			927 FREE BRIDGE DESIGN			980 PUBLIC HEARING		–
913 RIGHT-OF-WAY LIAISON		–	929 FREE BRIDGE SPECIFICATIONS					
914 REGION UTILITY LIAISON		–	932 RAILROAD & UTILITIES		200			
						TOTALS	$	$
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: BRM-7457(1)

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and estimate of cost to replace existing structure.

PREPARED BY: G P Fuller	DATE: 11-29-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X	DATE
RECOMMENDED, PROJECT MANAGER: X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X	DATE
RECOMMENDED, LOCATION ENGINEER: X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

PROJECT PROSPECTUS - REVISED

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01738

SECTION: Necanicum River (Seaside) Br #7525

REGION: 2

PROJECT JUSTIFICATION

PROPOSED SOLUTION: (cont.)

The new structure will need to be approximately four feet longer on each end due to the shoulder drop-off on the corners of the existing bridge.

Right of way needed due to error in City's project request.

ADMINISTRATION RECOMMENDATION

10,129

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01738

SECTION Necanicum River (Seaside) Br #7525
HIGHWAY

COUNTY Clatsop

REGION 2

AUTHORIZATION NO. 2

PREFIX 304-1961

DATE 11/29/84

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 9,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		500
904 CONSULTANT			920 PROGRAM MANAGEMENT		200	936 REGION TRAFFIC		
905 FINAL DESIGN		5,000	921 SPECIFICA-TIONS		2,500	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		13,000	922 ADMIN. SERVICES		200	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			923 ENVIRONMENTAL SECTION		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		4,000	924 D.O.T.			950 TRAINING		100
910 REGION GEOLOGIST		2,500	925 AIR MONITORING			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	926 FOUNDATION		7,500	960 PERSONAL LEAVE		
912 LANDSCAPE			927 FREE BRIDGE DESIGN			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			929 FREE BRIDGE SPECIFICATIONS					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES		200			

TOTALS	$	$48,100
PREVIOUS AUTHORIZATION		$40,000
ADD. AUTH. REQUIRED		$ 8,100

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
BRM-7457(1)

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and estimate of cost to replace existing structure.

Additional funds required because of extra work required to establish R/W and develop alternates.

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ ____
1985
REFER TO ____

PREPARED BY R.P. Fulkerson	DATE 11-27-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X R/D ____ ACT ____ DISC ____ INFO ____	DATE REPLY ____ FILE ____
RECOMMENDED, PROJECT MANAGER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X B.G. Ford	DATE 2-12-85	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 6/25/84 & 2/21/85	

734-1914 (4-84)

16,127

01738

STATE OF OREGON

INTEROFFICE MEMO

TO: Phil Stearns
Region II Federal Hwy. Specialist

DATE: November 28, 1984

FROM: Pete Fidler
Region II Location Supervisor

SUBJECT: Necanicum River (Seaside) Br #7525
Avenue "G"
Clatsop County
Prefix 304-1961

Attached is the revised Project Prospectus Parts 1, 2 and 4 (Authorization #2). Parts 1 and 2 were revised to show that right of way is required.

The second authorization request is for $8,000, which is the amount needed to complete the location survey.

I recommend your approval and forwarding.

PF/SR:dlt

cc: program Sec.
Fed Aid
Local prog.
Location
Environ.

81-125-1387

.10,129

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Necanicum River (Seaside) Br. #7525
Date November 16, 1984

Highway: City Street, Avenue G
Twenty Year Traffic Coefficient 6.6

County: Clatsop
18 kip EAL's per day 10

Prefix: 304-1961
R Value 8

Project Manager: Pete Fidler
Frost Penetration ------

CBE Total Requirement 21.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	Asphaltic Wearing Surface & Base, Class "C"	8.0"
14.0"	Aggregate Base (1.0"-0)	14.0"
18.0"		22.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0"	Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	2.0"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.8"	Aggregate Base
1.0"	Cement Treated Existing Roadway Material	=	1.5"	Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Region Geologist
Program Section
Region Federal Aid Specialist

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
NOV 19 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

ENV 3

July 5, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Avenue "G" Bridge (Seaside)
Avenue "G"
Clatsop County
BRM-7457(1)

Dear Mr. Wilken:

Attached is a revised project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council of Environmental Quality guidelines. Your concurrence is requested.
Preliminary Engineering approved under statewide exclusion.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:gc

Attachments (4)

Ruth K. Ettel 8/2/84

cc: U.S. Coast Guard w/attach

ENVIRONMENTAL SECTION
August 8, 1984

cc: J. B. Boyd (3)
J. H. Versteeg (4
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Un
Norm Davis
Ron Noble
General Files
D. O. Christensen
Rick Sjolander
William Fretwell
Eldon Everton
Don Keyes (8)

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Avenue "G" Bridge (Seaside)

REGION

2

ESTIMATED RIGHT-OF-WAY IMPACTS

None.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No adverse impact on the use of adjacent land is anticipated. The City of Seaside has targeted this structure for replacement.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The existing structure is limited to passenger vehicles, thus requiring commercial vehicles to use alternative routes. The proposed structure would reduce the amount of truck traffic on other nearby bridges.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No permanent impact is anticipated. There could be some temporary impact on the river and surrounding wetlands during construction. Long-term impacts will be very minor or nil because the bridge replacement is in place. Navigational clearances will be maintained also.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The bridge and nearby roadway connections will probably be closed during construction Three other bridges cross the Necanicum River within 6 blocks: Avenue "A", Broadway, and 1st Avenue. These bridges can serve as detours, especially the first two. A preferred detour route will be identified and signed; given the setting, no significant impacts are forecast.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

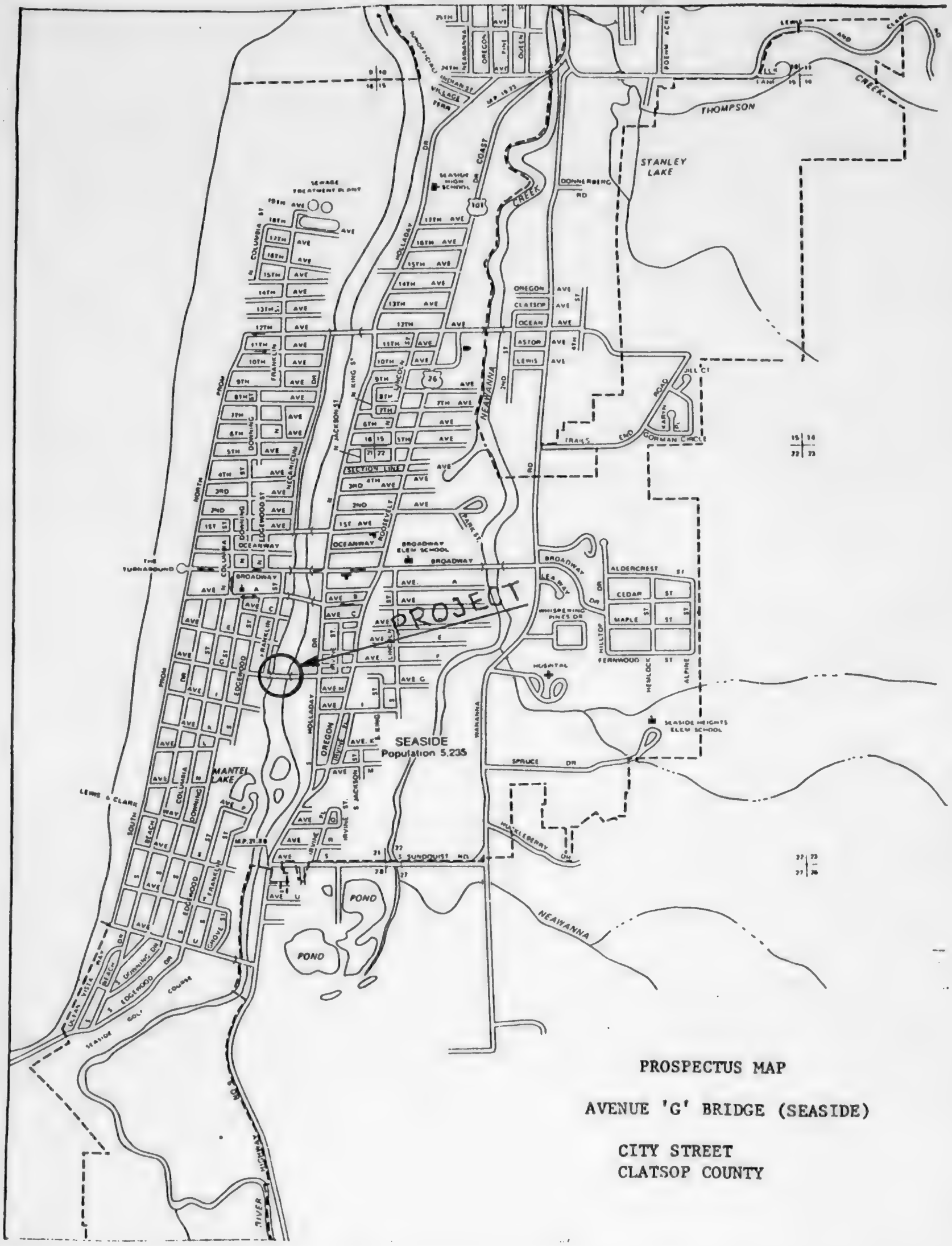
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The bridge is to be replaced at the existing location, and existing navigational clearances will be maintained; therefore, no major impacts are anticipated.

OTHER DOCUMENTATION

Permits needed include: Flood Plain, Corps of Engineers, Coast Guard, State Lands, Building.
Documents needed include: Wetlands Study.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Rick Sjolander	378-2626	AUG 2 1984



PROSPECTUS MAP

AVENUE 'G' BRIDGE (SEASIDE)

CITY STREET
CLATSOP COUNTY

SC

10,129

LON 14-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRM-7457(1) Necanicum

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40223

2A. COUNTY NAME: Clatsop

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6-25-84

8. FEDERAL ROUTE NUMBER: FAU 7457

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

Necanicum River (Ave. "G") Bridge #7525 (Seaside)

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [x] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including archeological salvage and utility Preparatory work TEC $40,000 - F.F. $32,000
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 6-14-84.

RECEIVED
STATE HWY ENGR
JUN 27 '84
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig. to dst

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6-25-84	D. K. Hammer	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

June 22, 1984

Larry Lehman
City Manager
City of Seaside
651 Broadway
Seaside, OR 97138

Dear Mr. Lehman:

Subject: Advance Deposit
Necanicum River (Ave. "G") Br.
Clatsop County
Project No. BRM-7453(1)

A program has been submitted to the Federal Highway Administration for Highway Bridge Replacement (HBR) funds on the subject project.

As described in our Agreement No. 6130, the City should now submit an advance deposit for its share of the preliminary engineering cost.

Estimated P.E. Cost	$40,000
Less 80% Federal Funds	32,000
CITY SHARE OF ADVANCE DEPOSIT	$ 8,000

Please submit your P.E. advance deposit in the amount of $8,000. You may use one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

Recieved
7-16-84
check

MRS:pf
Attachments
bcc w/Ad 984-71: Phil Stearns, Region 2
Vern Skoog-Please return completed AD 984-71 when advance deposit is received.

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
City St., Necanicum River at 'G' Ave. (Seaside) "Necanicum River (Ave.'G') Bridge Sec."	118	40223	BRM-7457(1)	7457	City St.

Access Control None Parking Restrictions N/A System Revision N/A

Airports (within 2 Mi.) Seaside Airport lies NNW. ROW 50'

Water Development None Recreation & Historical Areas None

County Clatsop Code 007 Imp. Code 09

A-95 Review:

State Cl. Ho..... Exempt X Date Approved

Dist. Cl. Ho. ..... Exempt X Date Approved No Reply

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 1.

(2) Bridge No. 7525 has sufficiency rating of 18.3.
(3) Included in 6 YR HIP on page 122.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 40,000
(80%)	FF	$ 32,000
	STATE	$ - - -
		$ 8,000

For PR-37:
Field Phase $
PS&E Phase $

REMARKS:

Attached data consits of Part 1, 2, & 4 of the Project Prospectus and project maps.

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
	Gary A. Potter	Manager, Program Section

CON 10-1
Necanicum R.

May 30, 1984

City of Seaside
City Hall
Seaside, OR 97138

AGR 4-1

Attention: Marie Chestnut
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 8130

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the Necanicum River (Avenue G) Bridge #7525.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

10,129

STATE OF OREGON

INTEROFFICE MEMO

TO: Phil Stearns
Region Federal Aid Specialist

DATE: April 5, 1984

FROM: Pete Fidler
Region Location Supervisor

SUBJECT: Avenue 'G' Bridge (Seaside)
City Street Seaside
Clatsop County

I have attached Parts 1, 2 and 4 of the Project Prospectus for the subject project.

The length of the existing bridge is about 212 feet. The configuration of the banks off the corners suggests that we lengthen the new structure to 220 feet.

Our estimated costs have been obtained from Jim Chidsey and have 40% added as is the custom. As a result the total estimated cost is $687,000.

However, in this case, since the project appears to be pretty simple, I would assume a lesser contingency percentage could be used which would drop the total to near the $600,000 figure desired.

LW:sr
Attch

01-125-1387

CON 19-1

PROJE PROSPECTUS
PART 4 — SURVEY AUTHORITY

Clatsop Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 01738

SECTION Necanicum River ~~Avenue 101 Bridge~~ (Seaside) Br. #7525

REGION 2

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 304-1961

DATE 4/5/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 5,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT		-	916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT		-	918 LOCATION		500	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		-
905 FINAL DESIGN		5,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		13,000	921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		-
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		-
910 REGION GEOLOGIST		2,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		-
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		7,500	980 PUBLIC HEARING		-
913 RIGHT-OF-WAY LIAISON		-	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		-	932 RAILROAD & UTILITIES		200			

	TOTALS	$ $ 40,000
RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER BRM-7457(1)	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and estimate of cost to replace existing structure.

1 Tracing ✓
1 Print
cy Dwd
cy
2 Blueline E
1 Sepia
1 Prout
cy Wakerlig

RECEIVED
ROAD DESIGN SECTION
Do not file
Issued
Bring Up
Action

ON HIP

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE 5/29/84
RECOMMENDED, REGION ENGINEER X by Philip D. Stevens	DATE 4-5-84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X E. J. Nantz	DATE 5-24-84
RECOMMENDED, LOCATION ENGINEER X Frank E. Kaplan	DATE 5/24/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 6-25-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01738

SECTION Necanicum River ~~Avenue 'G'~~ Bridge (Seaside) Br. # 7525

REGION 2

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM TO	LENGTH
			240 ft

☑ URBAN ☐ RURAL	CITY	COUNTY	ROAD/STREET NAME
	Seaside	Clatsop	Avenue 'G'

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
	off system	City of Seaside

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING	$ 50.0	
RIGHT OF WAY	$	
ROADWAY	$ 3.5	
STRUCTURES	$ 400.7 ~~437.7~~	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 13.9	
Remove Exist. Str.	$ 37.0	
40% ENGINEERING & CONTINGENCIES	$ 182.0	
TOTAL CONSTRUCTION	$ 637.1	
TOTAL ESTIMATE	$ 687.1	

PROJECT DATA

GRADING (✓)		
PAVING (✓)		
STRUCTURES (✓)	✓	
SIGNING (✓)		
SIGNALS (✓)		
ILLUMINATION (✓)	✓*	
*Provisions for		
ENVIRONMENTAL CLASS (1,2,3)		
DESIGN CATEGORY (1-7)		
WORK TYPE (1-12)		

RIGHT OF WAY

FILES (#)	N/A
ACRES (#)	
RELOCATIONS (#)	

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING (S,C,A)	S
CONSTRUCTION ENGINEERING (S,C,A)	S
RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS (S,C,A)	

CONSTRUCTION BY

☑ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/		

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	-	-
BIKE PATH (Y/N)	~~X~~ N	~~X~~ N
AVERAGE DAILY TRAFFIC	2,400	
YEAR OF AVERAGE DAILY TRAFFIC	City	

DEFINE THE PROBLEM

Existing structure has settled on the east end. It is supported by timber piling which has deteriorated to where complete replacement is necessary.

PROPOSED SOLUTION

Replace with a new structure slightly wider than the existing, from 36 feet to 40 feet overall dimension. The street may be closed during construction. The City will need to adjust the curb on the south-easterly end as the new structure will extend about 2 feet behind the existing alignment. The new structure will need to

REQUESTED, REGION ENGINEER	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING
x by Philip O. Shier	4-5-84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X	DATE			

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01738

SECTION Necanicum River ~~Avenue 'G' Bridge~~ (Seaside) Br. #7525

REGION 2

PROJECT JUSTIFICATION

PROPOSED SOLUTION: (cont.)

be approximately 4 feet longer on each end due to the shoulder drop-off on the corners of the existing bridge.

ADMINISTRATION RECOMMENDATION

PROJEC PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01738

SECTION Necanicum River ~~Avenue 'G' Bridge~~ (Seaside) Br. # 7525

REGION 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	S
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	S	MATERIAL SOURCE	N	COAST GUARD	S	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	S	BUILDING	S	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	2	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

COMPANIES
Pacific Power & Light Co
Northwest Natural Gas Co

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	DESIGN SPEED	DESIGN STANDARDS
						30	AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																	
~~On~~ S ~~W~~		5						12	0	12						5	~~On~~ S ~~W~~
~~On~~ S ~~W~~		5						14	0	14						5	~~On~~ S ~~W~~
PROPOSED																	

SUGGESTED BASE DESIGN

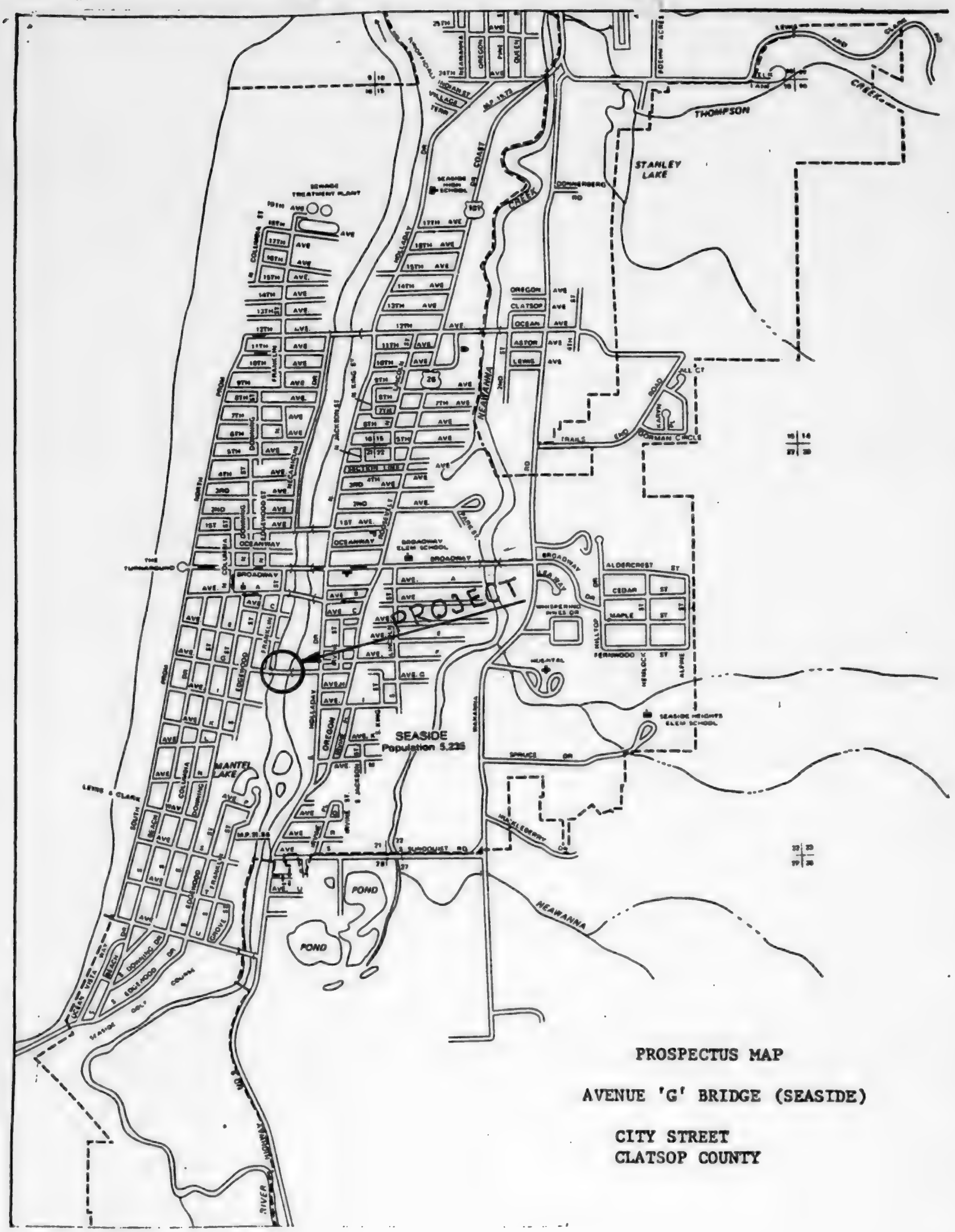
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
N/A					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	220	40	$400,700	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
[signature]
Location Engineer
Date 5/12/83

734-1912 (7-82)



PROSPECTUS MAP

AVENUE 'G' BRIDGE (SEASIDE)

CITY STREET
CLATSOP COUNTY

10,129

CITY of SEASIDE

OREGON'S
FAMOUS
ALL-YEAR
RESORT

851 BROADWAY
SEASIDE, OREGON 97138
(503) 738-5511

March 28, 1984

Mr. Phillip O. Stearns
DEPARTMENT OF TRANSPORTATION
Highway Division - Region 2
2960 East State Street
Salem OR 97310

REF: Necanicum River (Avenue 'G') Bridge

Dear Mr. Stearns:

The City of Seaside was successful in obtaining voter approval of Road District funds for the city's share of the cost of replacing the Avenue 'G' Bridge.

The city would like to proceed with this project in an expeditious manner, with the hope that construction can take place in the summer of 1985.

Your assistance on this project is appreciated.

Sincerely,

Larry Lehman
City Manager

LL:dt

REGION 2 ENGINEER
RECEIVED
MAR 29 1984
RE
RCE
RME
RTE
ROE
RBE
RFE
ENV
RSO
GEO
ULE

REGION 2 ENGINEER
RECEIVED
AUG 19 1983
RLE
RE RCE RME RTE ROE
ULE GEO RSO ENV RFE

FEDERAL AID PROJECT REQUEST

Date *August 10, 1983*

Applicant Agency *CITY OF SEASIDE*

Request for: Off-System *X*, FAS-C____, FAUS____ Project

Federal Aid Route No.____ Route Name____

Project Name *Avenue 'G' Bridge Replacement*

Project Length *280'* Project Location (Attach sketch map)

Project Description *Replacement of Bridge.*

Average Daily Traffic *2400* Design Speed *30 MPH*

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width____ Travel Lanes____ Shoulders____

Medians____ Parking____

Sidewalks____

Remarks____

2. Desired Roadway Cross Section: (Attach sketch)

Width____ Travel Lanes____ Shoulders____

Medians____ Parking____

Curbed____ Length Curb Radii____

Sidewalk/Bikeway____

Remarks____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width *50'* Minimum____ Maximum____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes *X* No____

3. Will additional right-of-way be needed? Yes____ No *X*
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location *None*

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? *By Applicant*

4. Permanent Striping:

Include in project or by applicant? *By Applicant*

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location *None*

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location *Avenue 'G' over Necanicum River, Seaside OR.*

Type *Cast-In-Place Concrete Bridge*

Approach Roadway Width *24'* Shoulder Width *None*

Length *240'* Width *36' Overall*

To remain in place? *No*

2. Proposed Structure:

Location *Same As Existing*

Approximate Size: Length *240'* Width *40' Overall*

Are sidewalk/bikeways desired? *Yes - 5' Each Side*

Are any utilities to be attached to structure? *Yes - Natural Gas, Water*

Are provisions for illumination desired? *Yes*

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA *N/A*

1. Are there any railroad crossings? Yes_____ No_____.

   Name of Railroad_____
   Existing Crossing Protection_____

2. Will existing railroad crossing be altered?_____

   Remarks_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — *Larry Lehman, City Manager* — Office
2. Environmental — *Larry Lehman, City Manager* — Office
3. Public Hearing — *Larry Lehman, City Manager* — Office

Remarks_____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant_____ State X Consultant_____

2. Project construction engineering to be performed by:

Applicant_____ State__X__ Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes__X__ No_____
If "yes," describe briefly: *After the completion of the project, City will stripe and sign as necessary.*

4. Applicant's estimate of cost for requested project:

Roadway Work	$_____
Right-of-way costs (if participating)	_____
Traffic control	_____
Illumination	_____
Structures	$ ~~120,000~~
Railroad	_____
Other_____	_____
Preliminary engineering	_____
PROJECT TOTAL	$ 687,000

Remarks_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF *SEASIDE* and/or _____ COUNTY

By *[signature]* — *City Manager*

By _____

By *[signature]* *Mayor*

By _____

By _____

SERIES TITLE:

Construction Contracts

LAST RECORD
IDENTIFICATION:

10,129 (1985)

Oregon Micro-Imaging, Inc.

1790 West Eleventh Ave.
Eugene, OR 97402
503/687-9585

14915 SW 72nd Ave.
Portland, OR 97224
503/620-3333

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This is to certify that the micrographic images appearing on this microfilm are accurate and complete reproductions of the records as delivered in the regular course of business for photographing.

Roll Number 261

Customer Name O Dot

Classification Construction Contracts

Starting File # 10,112 (1985)

Ending File # 10,129 (1985)

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Date Produced 6\3\97 Location Eugene, Oregon
City State

Camera Operator Eileen Coy

Canon
AUTHORIZED DEALER

ROLL

261

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
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END

OF

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